

BEAR ESSENTIALS

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THE NEWSLETTER OF CARDIFF BAY YACHT CLUB 51.26.9 N 03.10.4 W



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Cost priceless

www.cbyc.co.uk

Cardiff Bay Yacht Club, Ferry Rd. Grangetown, Cardiff, CF11 0JL Tel. 029 2022 6575. Admin. 029 2066 6627. Web site www.cbyc.co.uk e-mail info@cbyc.co.uk Affiliated to the R.Y.A. Web site www.rya.org and the B.C.Y.A. Web site www.bristolchannel.co.uk

Always remember... eternal vigilance is the price of safety and safety is a state of mind, not a list of equipment.

B.C.Y.A. EVENTS LIST

This list is only prefunctory.

May 1st Newport and Uskmouth S.C. Porlock Cruise

May 8th to 9th Newport and Uskmouth S.C. Cruiser Rally

May 29th to 30th, Penarth Y.C. Enterprise Open Meeting

May 29th to 30th, Cardiff Harbour Regatta

May 29th to 30th, Newport and Uskmouth Sailing Club. South Wales Coastal Cruise

June 4th to 6th - Portishead Cruising Club - 'The Docks Rally'

June 12th to 13th Barry Y.C. Regatta

June 12th to 13th, Weston Bay Yacht Club Regatta

June 12th to 13th, Cardiff Bay Y.C. Regatta

June 19th to 20th, Lydney Y. C. Regatta

June 19th to 20th, Newport and Uskmouth S.C. Burnham Cruise

July 3rd to 4th, Lydney Y.C. Open Meeting

July 3rd to 4th, Barry Y.C. Youth Regatta

July 10th to 11th, Cardiff Yacht Club Regatta

B.C.Y.A. EVENTS LIST Continued

July 10th to 11th, Barry Y.C. Soling Open Meeting

July 24th to 25th, Thornbury S.C. Regatta

July 24th to 25th, Penarth Y.C. Regatta

August 1st Newport and Uskmouth S.C. Brean Down Cruise

August 14th to 15th Newport and Uskmouth S.C. Watchet Cruise

August 23rd to 28th, Thornbury Sailing Club - Club Week

August 28th Newport and Uskmouth S.C. North Devon Cruise

September 4th to 5th, Newport and Uskmouth S.C. Regatta

September 4th to 5th, Cardiff Bay Yacht Club Shanghai Cup (1st of 4 Weekends)

September 17th, Cabot Cruising Club, Basin Rally

September 17th, Newport and Uskmouth S.C., Bristol Cruise.

September 18th Portishead Cruising Club - The Holms Race

September 26th, Barry Yacht Club - Channel Race.

NEW E-MAIL ADDRESS Please note that the editor now has a new e-mail address... tony@designbyrelish.co.uk

Editor - Tony Davies 16 St. Winifred's Close, Dinas Powis, Vale of Glamorgan, CF64 4TT - 029 2051 5376, Mobile 07816 337904 E-Mail: tony@designbyrelish.co.uk Proof reader - Bryan "Reels" Morgan. Distribution - June Ackerman. Any views expressed are those of the editor, contributor or correspondent and not necessarily those of the Cardiff Bay Yacht Club. Information contained in this newsletter is not to be used for navigation purposes, always use Admiralty publications. The publication of any article or advertisement does not imply that they are endorsed or recommended by the Cardiff Bay Yacht Club management. Club contacts: - Fees - Ruth Coles - (029 2066 6627). Membership - Roy Evans - (2070 4696). Moorings, pontoons, yard, haul-out - Alan Savage - (2066 6627). Cruisers - Andy Higson (01446 713908). Dinghies - Jeremy Taylor - (2040 0457). Angling - Bryan Morgan - (2021 7910). Catering - (Flotilla). Bar - (2022 6575). Social Committee - Dave Penning - (029 2065 7988). Sailing School Principal - Nick Sawyer - (2051 4966). **Flag Officers:-** President - Peter Annette (2061 5159). Vice President - Alan Savage (2051 2534). Junior Vice President - John Mead (01443 225338). Commodore - (Vacant). Vice Commodore - (Vacant). Rear Commodore - (vacant) Secretary Mike Walsh (2086 1460) Minutes Secretary - Steve Adam (2055 3783). Hon. Treasurer - (Vacant). Hon. Sailing Sec. - (Vacant). **Management Committee:-** John Gittins (2088 2935) Mike Street (2061 4888). Dave Penning (2065 7988) Tony Davies (2051 5376). Alan Shaft (01446 730654).

There is nothing; absolutely nothing; half so much worth doing as simply messing about in boats. In or out of 'em, it doesn't matter . . . that's the charm of it... Kenneth Grahame, "The Wind In The Willows"

Whistling for Wind: Based on a very old tradition that whistling at sea will cause a wind to rise.

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ANGLING SECTION Again, not very much to report this month other than that, further to the AGM held on 3rd March, the new Committee is as follows- Chairman, John Gittins, Vice Chairman, Trevor Parker, Secretary/Treasurer, Bryan Morgan, Membership Secretary, Phil Dominy. Competition Secretary/Weigh master, Keith Jenkins & Committee Members, Clive Jones and Gareth Davies. We welcome Phil Dominy and Gareth Davies as new Committee Members. A new method of deciding Competition winners was agreed at the AGM, in that weights of fish will be compared as a percentage of the current WFSA record,

Our new season commenced on 1st April and Section Membership subscriptions are now due! If you 'Cough-up' before 31st May, it's £10 for the year. From 1st June it will cost you £20 !! so be quick!

The April "First Wednesday" Fisherman's Night is scheduled for Wednesday 7th and we look forward to welcoming Jon Trigwell of Wales Air Ambulance who will be giving a talk, accompanied by a 'chopper' pilot and paramedics. So, make a note in your diary and come along for the free buffet and a good raffle.

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"THE OLD SALTS" is the C.B.Y.C. band. If you would like to join in, practice night is every Friday night in the Quay Lounge (downstairs bar) come along you're sure to enjoy yourself we have a musical instrument we guarantee you will be able to play, regardless of your musical skills or perhaps you may have an instrument to donate, please contact Nigel on... 07753353522.

HAMMOCK: Stow a leg may be the traditional encouragement for a sailor to wake up. But it originated from the old days of sail when women were allowed to spend a night on board, and a hairless female leg thrust out of a hammock entitled the owner to an extra hour.

DOGSBODY:
1. Sea biscuits soaked in water to a pulp, with added sugar.
2. A general factotum.

THANK YOU A warm thank you to the people who have donated books to the Club library, usually anonymously, your contributions are much appreciated... Tony Davies librarian.

WANTED Two self-tailing winches suitable for 28' yacht. Willing to travel and make a reasonable offer. One of my regular crew is disabled so I'm not just looking for a lazy way to winch!! Jon Crofts Davies 07768 014840.

Friday, April 9, 2004 ... 10:24 GMT at Sharpness Lock

PCC's Gloucester Rally
Our annual Easter Cruise in Company along the Gloucester/Sharpness Canal.

Further details available on **Gloucester/Sharpness Canal** 07812 033 026
Posted by John Filer P.C.C.

JOHN PAUL GETTY
I'd rather have 1% of 100 peoples effort than 100% of my own.

GOLDBERG: was bragging to his boss one day, "You know, I know everyone there is to know. Just name someone, anyone, and I know them." Tired of his boasting, his boss called his bluff, "OK, Goldberg, how about Tom Cruise?" "Sure, yes, Tom and I are old friends, and I can prove it." So Goldberg and his boss fly out to Hollywood and knock on Tom Cruise's door, and sure enough, Tom Cruise, shouts, "Goldberg! Great to see you! You and your friend come right in and join me for lunch!" Although impressed, Goldberg's boss is still skeptical. After they leave Cruise's house, he tells Goldberg that he thinks Goldberg's knowing Cruise was just lucky. "No, no, just name anyone else," Goldberg says. "President Bush," his boss quickly retorts. "Yes," Goldberg says, "I know him, let's fly out to Washington." And off they go. At the White House, Bush spots Goldberg on the tour and motions him and his boss over, saying, "Goldberg, what a surprise, I was just on my way to a meeting, but you and your friend come on in. Let's have a cup of coffee first, and catch up." Well, the boss is very shaken by now, but still not totally convinced. After they leave the White House grounds, he expresses his doubts to Goldberg, who again implores him to name anyone else. "The Pope," his boss replies. "Sure!" says Goldberg. "I've known the Pope a long time." So off they fly to Rome. Goldberg and his boss are assembled with the masses in Vatican Square when Goldberg says, "This will never work. I can't catch the Pope's eye among all these people. Tell you what, I know all the guards so let me just go upstairs and I'll come out on the balcony with the Pope." And he disappears into the crowd headed toward the Vatican. Sure enough, half an hour later Goldberg emerges with the Pope on the balcony. But by the time Goldberg returns, he finds that his boss has had a heart attack and is surrounded by paramedics. Working his way to his boss's side, Goldberg asks him, "What happened?" His boss looks up and says, "I was doing fine until you and the Pope came out on the balcony and the Japanese tourist next to me asked, Who's that on the balcony with Goldberg?"

St. HELENA SOGER: To call a seaman a "soger" or "soldier," casting aspersions on his seamanlike qualities, was one of the worst epithets one could use in the days of sail. Shortly after the execution of Admiral Byng and the French taking of Minorca from Britain (1756), other derogatory epithets came into use among naval seamen - e.g., "Port Mahon soger" and "Port Mahon baboon."

SAILOR A clever sailor gets out of those difficult situations that a wise sailor would have avoided in the first place!

The Flotilla Restaurant would like to inform you that fresh homemade food is now available in the Quarterdeck Bar on Thursday evenings and Saturday and Sunday lunchtimes.

Andrew: the Royal Navy. On the lower decks the words 'Royal Navy' were hardly ever used.

GETTING LOST Aged lady motorist's advice about how not to get lost whilst out for a drive:-Never go anywhere, 'For the First Time'! If any doubt, 'Follow the White Line'! "Quote-Unquote" BBC R4 22.03.04

MARRY THE GUNNERS DAUGHTER: Old Navy nickname for a flogging, when across a gun.

QUIZ ANSWERS

1. Your practice Balls.
2. A470, which starts Pier Head Cardiff & ends at Llandudno pier.
3. On a ship's mast.
4. Greenland.
5. They're two of triplets.
6. Great Britain.
7. Truro.
8. Tutankhamen's Coffin.
9. Winston Churchill.
10. 1909.

MORSE CODE B... Dah dit dit dit (Bravo) - I am taking on or discharging explosives (Dangerous Cargo)

PADDY'S PURCHASE: Seaman's scornful name for any lead of a rope by which effort is lost or wasted. "Paddy's purchase. spun yarn over a nail."

FOR SALE 19' 6" LOA Caprice fin keel sloop 'pocket cruiser', GRP hull, plywood decks. Three berths. Battened main, jib, spinnaker and pole, Danforth with chain and cable, 8 fenders, cooker, gas bottle, variety of buoyancy aids. Aluminium mast & boom, oversized S/S standing rigging in excellent condition. Great sailor - handles like a dinghy but incredibly stable and very seaworthy. Valued £2 - £2.5 thousand in 2000 Survey. Selling at low price as now have new boat and the Caprice needs some work. Includes 4-wheel road trailer. Lying ashore Cardiff. Asking, £1,500.00 ONO. 5HP 2000 model Johnson outboard available as extra. Contact Mark Farrall 029 2046 2175.

COIL A LINE: If you watch yachts berthing alongside, it is surprising how often someone makes a mess of throwing a line ashore. A line cannot be thrown properly unless it is properly coiled to start with, and so it starts with knowing how to coil a line.

SUNDOWNER: A slang name for a bullying officer on a ship. The origin of the name comes from those captains who would only give shore leave to their crews up to the time of sunset.

FLOGGING AROUND THE FLEET: A punishment for mutiny, insubordination, and desertion carried out in the British and other navies for over 400 years. The victim would be lashed to capstan bars laid athwart the launch, the latter proceeding around all the ships in the harbour, the man being flogged at each gangway until he had had his quota of lashes - up to 300 in extreme cases.

TUNNEL: I thought this little item might be of interest for 'Bear Essentials' Regards, Jen Petherick, I expect a lot of Members were interested to read in a recent edition of the Echo, about the Subway linking Grangetown and Penarth, under the river Ely, For Members who do not know, the entrance at Grangetown end is in fact on the Club site, albeit now filled in, The entrance is roughly by the green box on the boundary of the Car Park and the Compound. The cast iron structure which supported the entrance to the Subway is now over the entrance to the winch house• As to the photograph shown in the same edition, of the Ferry which plied between both sides of the River Ely, there is a framed copy in the Club House, just past the Galley in the lounge. This was presented to the Club by an "Old" serving Officer of the Club, Alan Savage, Senior Vice President.

PETAL'S PERILS Well, hello shipmates, or should we say landlubbers!!!!!! What a funny few months it has been for the club!! We were feeling isolated at one point because we weren't involved in one of the many clandestine meetings being held around the club, so we formed our own committee to decide what to form a committee about!!!

We were joined on one occasion by Mike Stone who advised that our committee should have a Secretary, and Richard was elected although he didn't officially stand for election, and was unaware of the election for the post, having been elected by Judy to get some drinks in!!!

Unfortunately, he was instantly asked to resign as he hadn't taken any minutes and that's no good for a Secretary, is it ????? We have been running several petitions over the past few months, but you probably won't have seen them because the Secretary, who didn't know he was Secretary didn't print them !!!!

Some of our best campaigns included an attempt to gain support from Club members to save the Abominable Snowman, and we were also looking for support to save the Egyptian Igloos. The sponsored trip to Africa to save the three-legged Albino Rhinoceros, however, has been postponed, as it will take Petal too long to sail there, and we were unable to accommodate the large number of volunteers!!!!!! If anyone wishes to join us in our mission to find a mission, please grab us in the bar !!!!

On a more serious note, let's hope and pray that, as a club whose greatest asset is its motivated and highly intelligent membership, we can move forward in the spring and put the past behind us. After all, we have a beautiful club, a great playground, and we all share a passion for and a love of boats and the sea!!!! Here's to the club, and all who belong to it!!!!

Have a happy and peaceful Easter Judy and Richard.....p.s. Judy is contemplating standing for Commodore, and she has several interesting assets. Firstly, she has a Competent Crew certificate. Secondly she is (allegedly!!!!) female. Thirdly, which may be of great use in Committee meetings, she can administer first aid, and last but not least June and Roy know what she'll order to drink without consultation!!! (a red wine and a pint of Grolsch for those of you who don't know !!!!!)

LIBRARY Nautical books required for the Club library would be most welcome. Please contact... Tony Davies or alternatively place them in the downstairs bar.

Tip The Chink: To issue grog to the men.

Shifter: A savage squall met on the coast of Tierra del Fuego.

THE LAST 2000 YEARS IN THE BRISTOL CHANNEL It is thought that the Phoenicians were the first to navigate in the Bristol Channel coming from The Levant in about 1000B.C.as an excursion from their regular trade with Cornish tin. They were still around when the Romans came around the year 1. It is thought they acted as their pilots. Sometime in the first century, Roman galleys were making their way from Gaul to bring the occupying army, their animals and logistics, to their bases in Caerleon, Cardiff and other coastal areas. Trading galleys were arriving by the second century A.D. going first to the custom house established at Cold Knap

The sailing saints started to arrive from the third century coming from Brittany and establishing monasteries in the Vale of Glamorgan at Llandough and Llandcarfan. The Roman military left our shores in 450A.D.leaving them wide open to Irish rovers [Ireland 15 Wales 0]. During this time Patrick was kidnapped and later made a saint in Ireland. Raiding continued until the arrival of the Norse, around 900A.D., who established many coastal towns and villages such as Swansea, identified from the sea by the Mumbles, naming our two islands the Holmes.

At the end of Norse power 1066 Harold's mother came to live on Flatholme. The Normans came by sea to Wales establishing castles along our coastline at Chepstow Newport, Cardiff Swansea and many places in between and beyond. By 1300 a lucrative wine trade was flourishing between Portugal, Spain and Chepstow and Bristol. Wine of course had been introduced by the Romans for their own consumption. In the late 15th century, The Matthew was built in Bristol and with Cabot sailed to Canada. By 1600 the navy were building ships at Milford Haven, which continued for another 350 years and during the civil war Royalist prisoners were sold as galley slaves to the Venetians in Bristol. Cross channel trade probably started in Roman times, but written evidence shows the trading vessels were sailing from ports like Sully to Uphill in the 16 century carrying cattle and dairy goods.

By the 17th century, S Wales had gained quite a reputation for pirating, made infamous by Henry Morgan and the Knight family to name but a few .The slave trade was in full swing with many ships trading out of Bristol .The tobacco trade was also started during this time along with the wine trade with Spain and Portugal hence Cockburn and Harveys. The 18th century saw a lot of activity for the Revenue men in their oared cutters, trying to prevent the smuggling of tobacco and brandy etc., in ports such as Pleasant Harbour [Aberthaw], then the major port. Lighthouses were established by Bristol merchants.

Nelson paid a trip up the Wye to inspect an Oak plantation and call on his girlfriend ["sailors", I hear you say]. Sailing trows were operating by the thousand, trading in all ports and creeks from Iron Bridge to Ilfracombe, coal and lime being the main cargoes. Lifeboats came in the early 19th century at 10-mile intervals on both sides of the channel. The Holmes became fortified in 1870, but didn't fire a shot in anger 'till 1941. The coal and iron trades grew in Cardiff, Penarth and Barry from the late 19 century, millions of tons being exported every year until oil took over at Milford in the 1950s.Captain Scott and his men left for the Antarctic on Terra Nova in 1910 and the last of the tall ships on the grain race to Australia in 1938. Passenger ferries plied their trade to the English ports and a car ferry started at Chepstow.

The Second World War saw enemy submarines laying mines and torpedoing in the channel and the arrival of the American armada carrying war goods and men. Commercial steam ship companies were established in the 19th century and finished by 1980, along with coal and steel. The 1970s saw the sand dredger and the return of the S.S.Great Britain. In the 1980s Japanese car transporters arrived and later, Cardiff Bay had a barrage. Yacht clubs came on the scene in 1920 and our own club in 1934.JOHN WOOD 03.2004

FUFU BAND: A ship's "orchestra" in the days of sail. Although often including normal instruments - a melodeon, concertina, banjo, fiddle, and/or guitar - at times it would be made up of little more than a fiddle formed from a Havana cigar box, a penny whistle, a paper and comb, a drum shaped from an old paint tin with its top and bottom removed and replaced with pig bladder skins (obtained from the galley if the cook was amicable), and the stamping of the men.

SAFETY: The safety of a yacht ultimately depends mainly on the crew. If they are not functioning efficiently because of physical deficiency - be it lack of sleep, proper meals, or cold, then survival is in question. Basic seamanship demands that this does not happen. From ROYAL OCEAN RACING CLUB Special Regulations This may sound very earnest, but it could equally apply to a cruising yacht.

RACING: After a day's racing during Cowes Week, yacht crews carouse in the beer tents and pubs ashore. It was nothing for the sailing ship crews of the last century spending their first night ashore after anything up to a hundred and fifty days at sea. No wonder they found the dubious shore side joys of the seaports so attractive.

FLYING FIFTEENS Despite the mishaps with the pontoon system, we have managed to keep the racing going for most of the frostbite series. We had quite reasonable good turn out from the flying fifteen fleet; with a total of seven boats taking part. The conditions have been very light, sometimes in sunshine, and virtually all the races have been single-handed. This emphasises just how much of a pleasure flying fifteens are to sail single handed, so for those who don't have permanent crew you can still have good racing in these boats. This series has also seen the introduction of the occasional pursuit race, which has been popular, adding interest and making a change from the standard racing format. These are set to continue in the spring series, which starts on Sunday 11th April at 11.00, am. We are having a FF race-training day on Saturday 3rd April; it will be good to see you all there. Duncan Baird. duncan.baird2@ntlworld.com

FOR SALE Korina, 20 foot Bermudan sloop, fin keel outboard engine, £2,705.00 plus cradle & trailer £950.00 tel. 01443 822548 Topper # 35418. Good all-round condition, race pack, full cover, trolley. £550.00. Contact Jeremy Taylor, tel - 029 2040 0457 e-mail - taylorbuild@yahoo.co.uk

ORGANIST WANTED A nice sized electronic organ has been donated to the club by Alan Savage our Vice President, unfortunately we have no one to "drive it" if you are able to give it a try please come along and have a go... contact Roy Evans 029 2070 4696.

MUSIC HALL SONG

All the nice girls love a sailor
All the nice girls love a tar
And there's something about
a sailor
"cos you know what sailors
are"

LONG-SPLICE:

Sailor
slang for
marriage.

Johnny-Come-Lately : The Name Johnny Raw was a name given to inexperienced British Sailors. In the American Navy the term eventually evolved into Johnny-come-lately and is used to describe the new guy.

Whistling Psalms to the Taffrail: Nautical phrase that means giving good advice that will not be taken.

BRITISH ADMIRALTY ARTICLES OF WAR 1749: All commanders, captains, and officers, in or belonging to any of His Majesty's ships or vessels of war, shall cause the public worship of Almighty God, according to the liturgy of the Church of England established by law, to be solemnly, orderly and reverently performed in their respective ships; and shall take care that prayers and preaching, by the chaplains in holy orders of the respective ships, be performed diligently; and that the Lord's day be observed according to law.

All flag officers, and all persons in or belonging to His Majesty's ships or vessels of war, being guilty of profane oaths, cursing, execrations, drunkenness, uncleanness, or other scandalous actions, in derogation of God's honour, and corruption of good manners, shall incur such punishment as a court martial shall think fit to impose, and as the nature and degree of their offence shall deserve. If any officer, mariner, soldier, or other person of the fleet, shall give, hold, or entertain intelligence to or with any enemy or rebel, without leave from the king's majesty, or the lord high admiral, or the commissioners for executing the office of lord high admiral, commander in chief, or his commanding officer, every such person so offending, and being thereof convicted by the sentence of a court martial, shall be punished with death.

If any letter of message from any enemy or rebel, be conveyed to any officer, mariner, or soldier or other in the fleet, and the said officer, mariner, or soldier, or other as aforesaid, shall not, within twelve hours, having opportunity so to do, acquaint his superior or a commanding officer, or if any superior officer being acquainted therewith, shall not in convenient time reveal the same to the commander in chief of the squadron, every such person so offending, and being convicted thereof by the sentence of the court martial, shall be punished with death, or such other punishment as the nature and degree of the offence shall deserve, and the court martial shall impose.

All spies, and all persons whatsoever, who shall come, or be found, in the nature of spies, to bring or deliver any seducing letters or messages from any enemy or rebel, or endeavour to corrupt any captain, officer, mariner, or other in the fleet, to betray his trust, being convicted of any such offence by the sentence of the court martial, shall be punished with death, or such other punishment, as the nature and degree of the offence shall deserve, and the court martial shall impose.

No person in the fleet shall receive an enemy or rebel with money, victuals, powder, shot, arms, ammunition, or any other supplies whatsoever, directly or indirectly, upon pain of death, or such other punishment as the court martial shall think fit to impose, and as the nature and degree of the crime shall deserve.

All the papers, charter parties, bills of lading, passports, and other writings whatsoever, that shall be taken, seized, or found aboard any ship or ships which shall be surprised or taken as prize, shall be duly preserved, and the very originals shall by the commanding officer of the ship which shall take such prize, be sent entirely, and without fraud, to the court of the admiralty, or such other court of commissioners, as shall be authorized to determine whether such prize be lawful capture, there to be viewed, made use of, and proceeded upon according to law, upon pain that every person offending herein, shall forfeit and lose his share of the capture, and shall suffer such further punishment, as the nature and degree of his offence shall be found to deserve, and the court martial shall impose.

No person in or belonging to the fleet shall take out of any prize, or ship seized for prize, any money, plate, or goods, unless it shall be necessary for the better securing thereof, or for the necessary use and service of any of His Majesty's ships or vessels of war, before the same be adjudged lawful prize in some admiralty court; but the full and entire account of the whole, without embezzlement, shall be brought in, and judgement passed entirely upon the whole without fraud, upon pain that every person offending herein shall forfeit and lose his share of the capture, and suffer such further punishment as shall be imposed by a court martial, or such court of admiralty, according to the nature and degree of the offence.

If any ship or vessel be taken as prize, none of the officers, mariners, or other persons on board her, shall be stripped of their clothes, or in any sort pillaged, beaten, or evil-entreated, upon the pain that the person or persons so offending, shall be liable to such punishment as a court martial shall think fit to inflict.

Every flag officer, captain and commander in the fleet, who, upon signal or order of fight, or sight of any ship or ships which it may be his duty to engage, or who, upon likelihood of engagement, shall not make the necessary preparations for fight, and shall not in his own person, and according to his place, encourage the inferior officers and men to fight courageously, shall suffer death, or such other punishment, as from the nature and degree of the offence a court martial shall deem him to deserve; and if any person in the fleet shall treacherously or cowardly yield or cry for quarter, every person so offending, and being convicted thereof by the sentence of a court martial, shall suffer death.

Every person in the fleet, who shall not duly observe the orders of the admiral, flag officer, commander of any squadron or division, or other his superior officer, for assailing, joining battle with, or making defence against any fleet, squadron, or ship, or shall not obey the orders of his superior officer as aforesaid in the time of action, to the best of his power, or shall not use all possible endeavours to put the same effectually into execution, every person so offending, and being convicted thereof by the sentence of the court martial, shall suffer death, or such other punishment, as from the nature and degree of the offence a court martial shall deem him to deserve.

Every person in the fleet, who through cowardice, negligence, or disaffection, shall in time of action withdraw or keep back, or not come into the fight or engagement, or shall not do his utmost to take or destroy every ship Continued...

Bear Essentials is the newsletter of the Cardiff Bay Yacht Club, it is produced monthly and is entirely dependent on articles contributed by members. Thanks go to the members who supply regular copy, it would be impossible to produce without your contributions. My ultimate goal is to obtain monthly copy from every section of the Club. The deadline is strictly the end of each month, if you have an article, anecdote, item for sale or wanted etc. please e-mail it to the editor... Tony Davies: tony@designbyrelish.co.uk

Ticket-O'-Leave Men: Convicts permitted a certain amount of parole, but not allowed to leave the country, especially in the case of those from the penal settlements of Van Diemen's Land (now Tasmania).

The Articles of which it shall be his duty to engage, and to assist and relieve all and every of His Majesty's ships, or those of his allies, which it shall be his duty to assist and relieve, every such person so offending, and being convicted thereof by the sentence of a court martial, shall suffer death.

Every person in the fleet, who though cowardice, negligence, or disaffection, shall forbear to pursue the chase of any enemy, pirate or rebel, beaten or flying; or shall not relieve or assist a known friend in view to the utmost of his power; being convicted of any such offence by the sentence of a court martial, shall suffer death.

If when action, or any service shall be commanded, any person in the fleet shall presume or to delay or discourage the said action or service, upon pretence of arrears of wages, or upon any pretence whatsoever, every person so offending, being convicted thereof by the sentence of the court martial, shall suffer death, or such other punishment, as from the nature and degree of the offence a court martial shall deem him to deserve.

Every person in or belonging to the fleet, who shall desert or entice others so to do, shall suffer death, or such other punishment as the circumstances of the offence shall deserve, and a court martial shall judge fit: and if any commanding officer of any of His Majesty's ships or vessels of war shall receive or entertain a deserter from any other of His Majesty's ships or vessels, after discovering him to be such deserter, and shall not with all convenient speed give notice to the captain of the ship or vessel to which such deserter belongs; or if the said ships or vessels are at any considerable distance from each other, to the secretary of the admiralty, or to the commander in chief; every person so offending, and being convicted thereof by the sentence of the court martial, shall be cashiered.

Every person in or belonging to the fleet, who shall desert or entice others to do so, shall suffer death, or such other punishment as the circumstances of the offence shall deserve, and a court martial shall judge fit: and if any commanding officer of any of His Majesty's ships or vessels of war shall receive or entertain a deserter from any other of His Majesty's ships or vessels, after discovering him to be such deserter, and shall not with all convenient speed give notice to the captain of the ship or vessel to which such deserter belongs; or if the said ships or vessels are at any considerable distance from each other, to the secretary of the admiralty, or to the commander in chief; every person so offending, and being convicted thereof by the sentence of a court martial, shall be cashiered.

The officers and seamen of all ships appointed for convoy and guard of merchant ships, or of any other, shall diligently attend upon that charge, without delay, according to their instructions in that behalf; and whosoever shall be faulty therein, and shall not faithfully perform their duty, and defend the ships and goods in their convoy, without either diverting to other parts or occasions, or refusing or neglecting to fight in their defence, if they be assailed, or running away cowardly, and submitting the ships in their convoy to peril and hazard; or shall demand or exact any money or other reward from any merchant or master for conveying any ships or vessels entrusted to their care, or shall misuse the masters or mariners thereof; shall be condemned to make reparation of the damage to the merchants, owners, and others, as the court of admiralty shall adjudge, and also be punished criminally according to the quality of their offences, be it by pains of death, or other punishment, according as shall be adjudged fit by the court martial.

If any captain, commander, or other officer of any of His Majesty's ships or vessels, shall receive on board, or permit to be received on board such ship or vessel, any goods or merchandizes whatsoever, other than for the sole use of the ship or vessel, except gold, silver, or jewels, and except the goods and merchandizes belonging to any merchant, or other ship or vessel which may be shipwrecked, or in imminent danger of being shipwrecked, either on the high seas, or in any port, creek, or harbour, in order to the preserving them for their proper owners, and except such goods or merchandizes as he shall at any time be ordered to take or receive on board by order of the lord high admiral of Great Britain, or the commissioners for executing the office of lord high admiral for the time being; every person so offending, being convicted thereof by the sentence of the court martial shall be cashiered, and be for ever afterwards rendered incapable to serve in any place or office in the naval service of His Majesty, his heirs and successors.

If any person in or belonging to the fleet shall make or endeavour to make any mutinous assembly upon any pretence whatsoever, every person offending herein, and being convicted thereof by the sentence of the court martial, shall suffer death: and if any person in or belonging to the fleet shall utter any words of sedition or mutiny, he shall suffer death, or such other punishment as a court martial shall deem him to deserve: and if any officer, mariner, or soldier on or belonging to the fleet, shall behave himself with contempt to his superior officer, being in the execution of his office, he shall be punished according to the nature of his offence by the judgement of a court martial.

If any person in the fleet shall conceal any traitorous or mutinous practice or design, being convicted thereof by the sentence of a court martial, he shall suffer death, or any other punishment as a court martial shall think fit; and if any person, in or belonging to the fleet, shall conceal any traitorous or mutinous words spoken by any, to the prejudice of His Majesty or government, or any words, practice, or design, tending to the hindrance of the service, and shall not forthwith reveal the same to the commanding officer, or being present at any mutiny or sedition, shall not use his utmost endeavours to suppress the same, he shall be punished as a court martial shall think he deserves.

If any person in the fleet shall find cause of complaint of the unwholesomeness of the victual, or upon other just ground, he shall quietly make the same known to his superior, or captain, or commander in chief, as the occasion may deserve, that such present remedy may be had as the matter may require; and the said superior Continued...

Hotshot: Sometimes aboard ship, iron cannon balls would be heated in the galley fires and then carried in buckets to different parts of the ship to provide a bit of warmth on cold or especially damp nights. A "hotshot" then became something that provided comfort during uncomfortable times. The term eventually grew to describe a person especially adept at a certain task or skill.

Salt Horse: Salt beef. On account of its string like qualities it was also known as "junk," a name for a certain type of bulrush from which rope was made in ancient times. Because it was kept in a barrel called a "harness cask," there arose the idea of a "horse" in its "harness."

captain, or commander in chief, shall, as far as he is able, cause the same to be presently remedied; and no person in the fleet, upon any such or other pretence, shall attempt to stir up any disturbance, upon pain of such punishment, as a court martial shall think fit to inflict, according to the degree of the offence.

If any officer, mariner, soldier or other person in the fleet, shall strike any of his superior officers, or draw, or offer to draw, or lift up any weapon against him, being in the execution of his office, on any pretence whatsoever, every such person being convicted of any such offence, by the sentence of a court martial, shall suffer death; and if any officer, mariner, soldier or other person in the fleet, shall presume to quarrel with any of his superior officers, being in the execution of his office, or shall disobey any lawful command of any of his superior officers; every such person being convicted of any such offence, by the sentence of a court martial, shall suffer death, or such other punishment, as shall, according to the nature and degree of his offence, be inflicted upon him by the sentence of a court martial.

If any person in the fleet shall quarrel or fight with any other person in the fleet, or use reproachful or provoking speeches or gestures, tending to make any quarrel or disturbance, he shall, upon being convicted thereof, suffer such punishment as the offence shall deserve, and a court martial shall impose.

There shall be no wasteful expense of any powder, shot, ammunition, or other stores in the fleet, nor any embezzlement thereof, but the stores and provisions shall be careful preserved, upon pain of such punishment to be inflicted upon the offenders, abettors, buyers and receivers (being persons subject to naval discipline) as shall be by a court martial found just in that behalf.

Every person in the fleet, who shall unlawfully burn or set fire to any magazine or store of powder, or ship, boat, ketch, hoy or vessel, or tackle or furniture thereunto belonging, not then appertaining to an enemy, pirate, or rebel, being convicted of any such offence, by the sentence of a court martial, shall suffer death.

Care shall be taken in the conducting and steering of any of His Majesty's ships, that through wilfulness, negligence, or other defaults, no ship be stranded, or run upon any rocks or sands, or split or hazarded, upon pain, that such as shall be found guilty therein, be punished by death, or such other punishment, as the offence by a court martial shall be judged to deserve.

No person in or belonging to the fleet shall sleep upon his watch, or negligently perform the duty imposed on him, or forsake his station, upon pain of death, or such other punishment as a court martial shall think fit to impose, and as the circumstances of the case shall require.

All murders committed by any person in the fleet, shall be punished with death by the sentence of a court martial.

If any person in the fleet shall commit the unnatural and detestable sin of buggery and sodomy with man or beast, he shall be punished with death by the sentence of a court martial.

All robbery committed by any person in the fleet, shall be punished with death, or otherwise, as a court martial, upon consideration of the circumstances, shall find meet.

Every officer or other person in the fleet, who shall knowingly make or sign a false muster or muster book, or who shall command, counsel, or procure the making or signing thereof, or who shall aid or abet any other person in the making or signing thereof, shall, upon proof of any such offence being made before a court martial, be cashiered, and rendered incapable of further employment in His Majesty's naval service.

No provost martial belonging to the fleet shall refuse to apprehend any criminal, whom he shall be authorized by legal warrant to apprehend, or to receive or keep any prisoner committed to his charge, or wilfully suffer him to escape, being once in his custody, or dismiss him without lawful order, upon pain of such punishment as a court martial shall deem him fit to deserve; and all captains, officers, and others in the fleet, shall do their endeavour to detect, apprehend, and bring to punishment all offenders, and shall assist the officers appointed for that purpose therein, upon pain of being proceeded against, and punished by a court martial, according to the nature and degree of the offence.

If any flag officer, captain, or commander, or lieutenant belonging to the fleet, shall be convicted before a court martial of behaving in a scandalous, infamous, cruel, oppressive, or fraudulent manner, unbecoming the character of an officer, he shall be dismissed from His Majesty's service.

Every person being in actual service and full pay, and part of the crew in or belonging to any of His Majesty's ships or vessels of war, who shall be guilty of mutiny, desertion, or disobedience to any lawful command, in any part of His Majesty's dominions on shore, when in actual service relative to the fleet, shall be liable to be tried by a court martial, and suffer the like punishment for every such offence, as if the same had been committed at sea on board any of His Majesty's ships or vessels of war.

If any person who shall be in the actual service and full pay of His Majesty's ships and vessels of war, shall commit upon the shore, in any place or places out of His Majesty's dominions, any of the crimes punishable by these articles and orders, the person so offending shall be liable to be tried and punished for the same, in like manner, to all intents and purposes, as if the same crimes had been committed at sea, on board any of His Majesty's ships or vessels of war.

All other crimes not capital committed by any person or persons in the fleet, which are not mentioned in this act, or for which no punishment is hereby directed to be inflicted, shall be punished by the laws and customs in such cases used at sea. The King.

Jollyboat: A general purpose ship's boat, its name probably stemming from the seventeenth-century name for a small boat - "gellywatte."