



Sailing Vessel *Bellerophon*

Instructions and hints for crew & passengers

Bellerophon is a 46' staysail ketch, which means she has two masts, a staysail and a jib. She's about 12' wide and displaces about 20,000 tons.

The Name

Bellerophon (bell-air-a-fon) was the mythical Greek warrior that tamed the flying horse Pegasus. Sir Richard Howe, first Lord of the Admiralty, had a penchant for using names from Greek mythology when naming new vessels. In 1786, the name *Bellerophon* was chosen for a new 74, designed by Sir Thomas Slade and built by Greaves & Co. HMS *Bellerophon* served with distinction at The Glorious First of June, the Battle of Aboukir Bay, and again at Trafalgar. In 1815, after his defeat at Waterloo and fearing assassination, Napoleon made his way to Rochefort, on the coast of France. He surrendered to Frederick Lewis Maitland, captain of *Bellerophon*. It was this ship that took General Bonaparte (as he was known to the British) to England.

Lacking much education in the classics (or education at all for that matter) British sailors found it hard to pronounce *Bellerophon*, and she was generally known in the Service as "Billy Ruffian." It is by this name that she appears in sea chanteys and sailing lore.

Boney went to Waterloo
Away, a- yah!
There he got his overthrow.
Jean Francois!

Then they took him off again
Away, a- yah!
Aboard the Billy Ruffian.
Jean Francois!

He went to Saint Helena,
Away, a- yah!
There he was a prisoner,
Jean Francois!

Boney broke his heart and died
Away, a- yah!
Away in Saint Helena
Jean Francois!

Directions

From North and East:

- 95 south to the Thurbers Avenue exit 18.
- Take a left at the bottom of the exit.
- Go under the highway, and take a right onto Allens Avenue .
- Follow Allens past the Port of Providence for approximately 3 miles.
- Allens becomes Narragansett Blvd. and the neighborhood becomes residential.
- Continue past Johnson & Wales Hospitality Center on your left (used to be the Hilton).
- Go through the next light at Norwood Avenue (Route 1A).
- Take your second left onto Shaw.
- The club is at the bottom of the hill. You can't miss it (especially if your brakes fail).

From South and West:

- 95 north to Route 37 east.
- Follow 37 east to the end.
- Exit onto Post Road (Route 1 North).
- Follow Post Road all the way to the end, past Elmwood Ave and Warwick Ave.
- Post Road ends at a light on Narragansett Parkway. Take a left into the center of Pawtuxet Village.
- Go past the village (the road becomes Broad Street).
- Go past Park Avenue (Route 12- there's a large white funeral home on the left-hand corner).
- Look for Shaw Avenue on your right (there's an antique store on the corner).
- Take a right onto Shaw
- Go across Narragansett Blvd.
- The club will be at the bottom of the hill.

Accommodations & Comfort

- There is a private cabin for the captain and another for 2 very friendly guests. There is additional sleeping in the main salon.
- The head and shower are forward. Please remember that the water supply on board is limited by what we can carry. Showers are more like sponge baths – short bursts of water, just enough to get wet and then rinse.
- Marine heads are delicate and exceedingly expensive instruments. Please read the instructions carefully. Failure to follow them may result in awkward and expensive repairs. (Instructions follow.)
- The fresh water in the on board tanks is probably not potable so we recommend the use of bottled water for drinking, cooking and brushing teeth. There is water-free hand cleaner (Purell or equivalent) in the head and galley so you can clean your hands without using the ship's water supply.

Arrivals and Departures

- Time and tide wait for no one. Neither does *Bellerophon*. Please plan on arriving at least a half hour before the scheduled departure time. If you are late and do not make arrangements it is likely that we will sail without you.
- Return times are a little harder to predict. We will try to be back at the scheduled time but Neptune always has the last say.

Appropriate clothing

- Please wear closed-toe sneakers or boat shoes with white soles. Black soled shoes mar the deck surface and require extensive cleanup. Barefoot is not a good idea – too many people have had too many things stuck in their feet. Crocks are acceptable and actually make great boat shoes.
- Formal wear is usually not required, but gentlemen may wish to bring a navy blazer during Fleet events. (It's called a *navy* blazer for a reason.)
- There are plenty of towels and bedding on board. Please do not bring extras.

What to bring

- There is limited storage space on board. Please bring only what you need. Please stow anything you bring in your cabin during the day.
- Bring a sweatshirt or sweater and a pair of long pants, especially for overnight trips at the beginning or end of the season. It is often 10-15 degrees colder on the water than in the city.
- Sunglasses are a must, and polarized sunglasses work best. Consider investing in croakies if you like your glasses enough to keep them.
- If you have foulies you might want to bring them. If you don't, or you have no idea what foulies are, we can probably equip you onboard should the need arise.
- A wide-brimmed hat is a good idea, especially if you're sensitive to the sun. Make sure it has a chin strap. We do not turn back for hats overboard.
- There is plenty of sunscreen on board, starting with SPF 45.
- We have a collection of sailing gloves but if you have a favorite pair by all means bring them along.
- We have a standard USB charging outlet and chargers aboard for iPhone, mini and micro USB. If you have a device that uses something else, remember to bring a DC rather than an AC charger.

What not to bring

- The Emelda Marcos shoe collection.
- Extra clothes "just in case."

- Towels, beach blankets, teddy bears or other bulky items.
- Your favorite pillow because you can't get to sleep at night without it. (If you have trouble sleeping, have more rum before bedtime.)
- Sleeping bags or bedding.
- Extra food "just because we might need it." We're sailing in the bay, not going to the Azores.
- Anything that cannot be turned upside down without leaking.
- Spanish peanuts (don't ask)
- Un-shucked corn
- Watermelon (where the *hell* do you put a watermelon on a boat?)
- Fishing gear or tackle

Food & Provisions

- We take "roast beef of old England" literally. Most of our cooking is done on the cockpit grille. There is a single burner stove down below. Please let us know if you have special gastronomic needs.
- The Captain will generally cook healthy & natural low-salt meals. If your physician has recommended a diet laden with salt, preservatives, hormones and processed foods by all means feel free to bring your own.
- There is an icebox with refrigeration but not a lot of storage for frozen foods. If you bring foods that require refrigeration please bring them pre-chilled so that the onboard reefer does not have to work extra hard.
- If you bring food with you, please bring things that are easy to store in any position (i.e. upside down), prepare, serve and re-seal or dispose. Chocolate layer cakes, pies, casseroles and the like generally do not fare well.
- All containers should be relatively small and disposable, because they will get thrown away when empty. So don't bring Grandmother's prize cookie tin.
- If you're bringing crackers, cookies, chips or other snacks, please do not bring opened bags. Bring everything still sealed in its original container. That way if we don't use them right away they will keep on board for a while.
- Please do not bring open beverage containers.
- If you bring wine, please bring only .750 liter bottles (standard size). The wine rack will not accommodate larger bottles. Extensive testing has shown that dry, crisp whites like Pinot Grigio or Sauvignon Blanc work well. Cakebread is the captain's favorite. Light, dry reds like Pinot Noir are also good.
- Any meals brought on board should require minimum preparation. Kabobs, steaks already in marinade, etc., work extremely well.
- *Bellerophon* serves Jamaican Blue Mountain coffee. Someone once smuggled a can of decaf on board and we're still talking about it years later,

Conservation

Conservation is extremely important on a sailing vessel, which has limited storage capacity for water, food, waste, trash and electricity.

- Water – The boat stores about 150 gallons of fresh (but not potable) water. That may seem like a lot, but it goes quickly. Make sure to use as little as possible for washing and bathing. When washing dishes, shut the water off when it is not needed rather than letting the faucet run freely. When taking a shower, rinse quickly, turn off the water, lather, turn on the water and rinse briefly.
- Waste – The waste holding tank holds about 40 gallons. This is enough for 3 people for about 5 days if everyone is being conservative. Use the minimum amount of water necessary to flush.

- Trash – We have to take with us whatever we generate. Anything that can be crushed should be. Empty water bottles should be crushed, rolled and re-sealed so they take up as little space in the trash as possible. Soda cans should be squashed, too.
- Electricity - This is one of our more precious commodities. There are two battery banks, each supplying about 300Ah of power. The boat uses about 100Ah a day, and you never want to discharge a battery below 50%. This means that it is extremely important to turn off lights and appliances when not in use.
- Reefer – No, not that kind. The refrigerator represents another opportunity for conservation, since it represents the single largest power draw. If you bring food to the boat that needs to be refrigerated, please bring it already cooled down to 40 degrees or so. Even better, bring it the night before and leave it onboard so that it can cool down to temp while on shore power. Never leave the reefer lids open for longer than is absolutely necessary.

Electronics & Gadgets

- In the words of my boss, *Bellerophon* “carries more electronics than the average third world navy.”
- Cell phones may only be used during certain designated periods. A ringing cell phone will usually be jettisoned immediately. There are cigarette lighter outlets on board for cell phones or other DC appliances.
- There is usually no AC power on the boat, unless we are anchored and the generator is running. Battery chargers, hair dryers and waffle irons will not work while under way.
- If you are a licensed amateur radio operator, please feel free to use the ham station on board. It features VHF and UHF FM as well as 6m-80m HF. The station call sign is KA1SVW.
- *Bellerophon* uses the Automated Position Reporting System, or APRS, to update our position every 10 minutes. Friends and family ashore can follow our voyage by going to www.weathergauge.com and clicking on “Where’s Brad” and then “Where’s Brad’s Boat” for a position update.
- We usually monitor VHF channel 16. Our callsign is WDC5344 and our MMSI number is 367039710.
- You can also call the Captain’s cell phone prior to departure or after arrival at 401-641-0623.
- There is a wifi hotspot on board so your wifi-enabled gizmos will function. Bandwidth is somewhat limited so don’t plan on streaming the latest HD movie from Netflix, but it’s certainly sufficient to check email and update Facebook.

Health & Safety

- The consumption of alcoholic beverages is not allowed while the boat is under way. Once the anchor or mooring line is secured, all bets are off.
- Dramamine and wristbands are always on board for the weak-of-stomach. Dramamine should be taken before the onset of queasiness. Wristbands are supposed to work even after the first signs of trouble. Passengers who suffer from excessive sea sickness will be put ashore and left to fend for themselves. (Don’t laugh – it’s happened.)
- *All* equipment, luggage, bedding and personal effects must be stowed in a cabin each morning prior to departure. Please help minimize boat clutter by allowing your personal belongings to expand beyond your cabin. Don’t forget that things get tossed around a bit under way, and stow appropriately. Flat counters should not be used for storage.
- *Bellerophon* is equipped with a wide range of safety gear. There will be a brief pre-flight safety lesson to acquaint crew with life jackets, emergency beacons, flares, radios, first aid kits, fire extinguishers, and the procedure in case of an unplanned de-boating.
- The marine environment is a harsh one and accidents do happen. Please be careful while on board and always try to think one or two steps ahead.
- Life jackets are always on board and their use is encouraged if you are unsure about your swimming ability. If the Captain suggests that you wear your life jacket please do so.
- When sailing offshore, the Captain will usually require lifejackets to be worn on deck while working outside the cockpit.

- Be careful when moving about on deck. Always have one hand security clutching some non-moveable part of the boat. (There are lifelines onboard for just such a purpose.) It is usual for the deck to be wet and a bit slippery. ALWAYS WEAR SHOES outside the cockpit.
- The majority of boating injuries happen down below. Be careful moving about in the cabin, especially in rough seas. There are handrails-- please use them.
- The companionway can be quite dangerous, especially in rough seas. Please treat the companionway ladder as a ladder and not as steps. You should always turn and face the ladder when going below.
- A boat is a damp environment and mold can be an issue. But hey, it's a boat.
- The Captain enjoys a cigar from time to time. OK, OK... from watch to watch. He will try to accommodate the comfort of the crew by smoking downwind.
- Dehydration is a big problem on a boat. Make sure you drink plenty of water and avoid excessive amounts of caffeine and alcohol. Or at least caffeine.

On-Board Entertainment

- There is a fully loaded iPod with XM radio on board, but you are welcome to bring your own music if you tire of sea chanteys. The only format we accept is iPod.
- In the last year or so we have discovered the joys of digital books. Not only do they store much more than your average paperback, but they survive in the damp much better. We have jettisoned most of our analog book selection in favor of this new format.
- Televisions are not allowed. There is an onboard DVD player should you wish to bring entertainment. We have a small selection of thematically correct movies for your viewing pleasure.
- There is usually a camera onboard.
- We have a computer and internet access, and we routinely update the ship's log with amusing anecdotes and embarrassing photographs.

The Head

No discussion of onboard amenities would be complete without a short essay on the head. (For those of you new to boating, the term "head" refers to the bathroom and to the toilet itself, but for the purposes of this description we mean the toilet and associated plumbing.) Our new marine head represents the latest in onboard sanitation technology.

CAUTION: It is very important that nothing (and we really mean nothing) other than toilet paper and waste be flushed. Anything else will clog the plumbing and become really ugly really quickly. Remember: a happy head is a happy boat!

- As you enter the head, turn on the pressurized water. This switch is located outside the door to the head, to the left, next to the sink.
- Activate the vacuum system by turning on the switch behind and slightly to the right of the head. It may take a second or two to build up a vacuum.
- If flushing solids, lift the pedal on the lower left side of the head to add water to the bowl. Please add only the smallest amount of water. If flushing liquids, no additional water is needed.
- After using the head, push the pedal down and hold for three seconds. The pedal will pop back into the standby position when released.
- Let the vacuum pump run until it shuts off, then turn off all switches.

Children on board

Our experience with children on board has not been universally positive so I feel it necessary to share a few comments. Generally kids must be old enough to understand and instantly obey basic instructions. Failure to do so could result in injury or marooning.

- Please ask before bringing kids. If it's one with whom I'm not familiar, an overnight adventure is probably not a good idea.
- Sailing has some inherent risk. Boats that routinely carry children are rigged for it, with extra safety features that we lack.
- Children 12 and under must wear a lifejacket at all times while on deck. This must be a child's jacket. There are no such lifejackets onboard so please bring your own.
- There are a lot of extremely expensive things on a boat, some of which are quite dangerous if mishandled. Children are naturally inquisitive and sometimes this does not make a good combination.
- Please let the captain know in advance if the child in question is on any medication, has allergies, phobias or paranoid delusions, or suffers from ADHD or related challenges. (This last one is really, really important.)
- Children will be expected to obey instructions instantly and without question. "Why" may be asked after the incident is over. "Yes sir" is what we need to hear at the time.

Anchoring and mooring

Picking up a mooring or dropping an anchor are some of the more complicated maneuvers we'll need to execute. It requires good communication between the crew, stationed on the bow, and the captain, at the helm. Verbal signals generally don't work because of the difficulty hearing over the wind and the running engine. We have designed a series of hand signals to facilitate communication. Commodore Partington demonstrates.



An arm extended to starboard means "steer the boat to starboard." Likewise, an arm extended to port means "steer the boat to port."



Hand out, elbow bent, palm down with an up and down gesture means "slow down."



Raised fist means "stop"



Thumbs up means “we’re on the mooring and it is secured,”
Or in the case of anchoring “the anchor is down and set.”



Clenched fist, middle finger extended upward means
“Thank you for the feedback. Perhaps you’d like to come do it yourself.”

The Etiquette and Custom of the Sea

- *Bellerophon* observes many arcane customs of the sea. Please join us in our appreciation of the grace and romance of a bygone era. Guests will be expected to man the gun, hoist flags, observe colors, and so on.
- They are called “fenders,” not “bumpers,” and should never be seen dangling over the side while underway.

Frequently Asked Questions

Q: You haven’t really marooned anyone ashore for seasickness, have you?

A: Uh huh.

Q: What are all those cute flags for?

A: In the days of fighting sail (which we miss terribly), flags flown from the top of the mast were used to distinguish friends from foes. Today, they have a more ceremonial meaning. The flag flying from the top of the mainmast is the Club Burgee, specific to our yacht club. It is used to identify boats of the fleet. The flag flying from the mizzen is the private signal, which derives from the “house flag” used to indicate the owner of the vessel, and before that from a fleet flag, indicating under which admiral the vessel sailed. Today it’s the owner’s personal flag, or, in the case of a Club officer, his officer’s flag.

Q: Why don’t other vessels not fly flags from the top of their masts?

A: Not all vessels respect the tradition of the sea. You may remonstrate to their skippers at the appropriate time.

Q: Is that a real cannon?

A: Hath not it a barrel? A muzzle, a breech, a truck? If you point it, does it not aim? If you fire it, does it not go bang?

Glossary of Terms (*really important ones)

Abaft	“Aft of,” or behind
Aloft	Anything above the level of the deck, in the rigging, is said to be <i>aloft</i> .
Amidships	In the middle of the boat, neither forward nor aft, port nor starboard
Athwartships	Describes things that are oriented at right angles to the bow and stern, or across the beam of the boat.
*Avast	Cease, or stop. “Avast hauling” means “stop pulling on that line”
Beam	The widest part of the boat. “Abeam” means something that is off the port or starboard beam of the boat.
*Below	Never go “downstairs” or “upstairs.” You are welcome to <i>go below</i> or <i>go on deck</i> .
Bobstay	A stay that extends from the bow just at the waterline upward and outward to the end of the bowsprit.
*Boom	The yard to which the foot of a sail is attached. (Called a “boom” for the effect it has on the skull of an inattentive sailor.)
*Bow	The front (pointy) end of a boat
Bowsprit	A wooden platform or yard that extends forward of the bow over the water.
Breast line	A line from the bow or stern used to hold a boat while at dock.
Bulkhead	Interior (usually load bearing) wall.
Bunk	Bed
Burgee	Yacht Club flag.
*Cast off	Untie and release. To “cast off” a line usually means to untie it and let it run free.
*Cockpit	The area of the boat (usually in the stern or amidships) from which the crew works the boat.
*Companionway	A hatch and passageway (usually including a ladder) that allows crew to move from the cockpit or deck down below.
Dock	Contrary to popular belief, a dock is not something to which you tie a boat while loading or unloading. A dock is the spot in the water in which a boat sits while tied to a pier or finger.
Dolphin Striker	A spar that extends downward from the bowsprit and supports the bobstay.
Ensign	National flag.
EPIRB	Emergency Position Indicating Radio Beacon. An emergency signaling device that uses the COSPAS-SARSAT satellite network.
Fore and aft	Describes anything that is oriented in a horizontal plane from bow to stern. Sails can be rigged fore and aft, as can lines.
Furler	A furler is a device that causes a sail, usually a jib or a staysail, to roll up around the stay
Galley	Kitchen
*Halyards	Halyards are lines of running rigging that pull sails up.
*Head	Bathroom
*Heel	To lean over as a result of the pressure of the wind on the sails.
Helm	Point from which the boat is steered, also the steering mechanism, including the wheel
*Jib	On a cutter, the foremost of two or more triangular sails forward of the main mast.
Lazarette	A locker in the cockpit abaft the helm
*Line	There are only two ropes on a boat – everything else is a <i>line</i> . The two ropes are the bell pull, attached to the clapper, and (optionally) a rope anchor rode.

List	To lean over as a result of a serious problem, usually flooding.
*Main and Mizzen	A ketch has a main mast forward and a mizzen mast aft. The main mast is larger than the mizzen mast. The terms “main” and “mizzen” can refer either to the sail or the mast itself.
*Make fast	Secure, tie down, etc. Usually refers to a line, as in “make fast the main halyard.”
Nav station	An area of the cabin reserved for navigation and radio instruments. Often contains a small desk and chair.
Pig stick	The stick, or flag staff, from which the burgee or private signal fly while atop the truck.
*Port or Larboard	The <i>port</i> or <i>larboard</i> side of the boat is the left side as you face the bow.
Porthole	Window in the side of the boat that opens.
Quarter	The <i>quarter</i> of the boat is the port or starboard side of the stern. “Off the port quarter” means behind the boat and to the left (as you face the bow). A <i>quarter cabin</i> is so named because it’s on the quarter, not because it’s quarter-sized (which it is).
Reef	To shorten, or reduce the area of, a sail.
*Reefer	A cooler or icebox that has powered refrigeration.
Rigging	There are two types of rigging on a sailboat. Standing rigging refers to the lines and other equipment that holds the masts up. Running rigging refers to lines that move for adjusting the sails or performance of the boat.
Secure	To fasten or tie down. “Secure that bottle of rum” means to tuck it away neatly so it doesn’t roll around.
Sheet	(1) (n) A line of running rigging that controls the shape of a sail, pulling it in or out. (2) (v) to tighten a sail using a sheet, e.g. “sheet in the main”
Spring line	A line usually used to dock a boat, running from aft forward (in the case of a <i>forward stern spring</i>) or from the bow aft (in the case of the <i>after bow spring</i>). Used to brake a boat while coming into the dock or control it while leaving the dock.
*Starboard	The <i>starboard</i> side of the boat is the right side as you face the bow. Only boats have port and starboard sides – bouys and light houses do not.
Stays & Shrouds	Shrouds are lines that hold up the masts from side to side. Stays hold up masts fore and aft.
*Staysail	The inner of two or more triangular sails forward of the main mast.
*Tack	(3) (n) A course with the wind coming across the side of the boat, as in <i>port</i> or <i>starboard tack</i> . (4) (n) The forward lower portion of a triangular sail, where it meets the deck. (5) (v) To change direction by moving the boat through the bow of the wind (to <i>come about</i>)
Truck	The top of the mast
*Up and Down	Refers to windward and leeward. If the command is to “head up,” the vessel is turned toward the wind. Heading down is to turn the boat away from the wind.
Windlass	Mechanical device used for raising and lowering an anchor. Often contains a <i>gypsy</i> , or winch used for rode, and a <i>wildcat</i> for chain.
*Windward & Leeward	<i>Windward</i> and <i>leeward</i> (“ <i>lew’ard</i> ”) are directional terms often used aboard sailing vessels. The windward side of the boat, or of a piece of land or obstruction, is the upwind side, closest to the wind. The leeward side is the downwind side, farthest away from the wind.
Yard	A long, round piece of metal or wood used to hold sails. Booms and masts are both examples of yards.