

APPENDIX B

SHIPS ARTICLES

or

How to Avoid Keel Hauling, Walking the Plank and other Traditions of the Sea

Welcome aboard! We are pleased you accepted our invitation to visit aboard the "Bird of Time." Boats, at least our boat, are very small homes. There are, however, some distinct differences in customs and procedures, which have developed, between boat and house living. These differences, most of which seem to revolve around the limited space on a boat, require a certain amount of compatibility, whether permanent or temporary. We will try to briefly cover some of the more important differences and the resulting ship policies in order to answer your questions and make your stay safer and more enjoyable. If, after reading these notes you have any more questions, please feel free to ask.

ARTICLE I - ENTERING

Stepping on board a yacht is much like entering someone's home. You would not enter someone's home without knocking and waiting for permission to enter, neither should you step on board any yacht without having permission to do so. It does not always have to be formal, but it is nice and you can still hear people in marinas rap on hulls and ask: "Permission to come aboard?"

ARTICLE II - SHOES

When given permission, be careful what you step aboard in. If you are just coming aboard for a social visit and do not have the proper shoes, remove them and step aboard in your stocking feet. Much of the deck surface on boats is a highly polished, varnished surface similar to a gymnasium floor. These surfaces are high maintenance surfaces and are easily damaged by steel insoles, nails, high-heels, etc. If you intend to do some sailing, then you must be better prepared. Sailboats underway often have wet decks, which are just as often at odd angles to the horizontal. The sole of the deck shoe is designed to prevent you from becoming parallel to the odd deck angle and bruising some of your more tender body parts or, worse yet, immersing your entire body in liquids

whose temperature is around 10 degrees centigrade. Unpleasant at best, fatal at worst.

Here is a list of acceptable shoes in order of preference: deck shoes, tennis shoes, basketball shoes, and/or running shoes. One more thing before leaving footwear; if you have been walking along the beach or wharf where oil, grease, tar and other such materials are present, please check the soles of your deck shoes so you do not track those substances aboard.

ARTICLE III - SMOKING

Because the Captain and the significant crew are non-smokers, the "Smoking Lamp" will **not** be lit and we request that all smoking be done ashore.

ARTICLE IV - MARINE TOILETS

Now that you are aboard and have had a few beers or cocktails, you will need to familiarize yourself with one of the more diabolical devices ever devised by man - the marine toilet or, nautically speaking, "The head." They come with various design nuances to frustrate and embarrass almost everyone. Please do not try to use one unless you are accompanied by a card carrying crew member, have taken 20 minutes of intense instruction with hands-on experiences and are willing to disassemble, unclog and re-assemble the entire apparatus if it malfunctions due to your malpractice. Remember, you can put anything into a marine toilet as long as you eat it first; with the exception of a very small amount of, clinically approved, toilet paper.

ARTICLE V - DUTY

Those of you who, by now, have decided that anything more than a few hours stay is tantamount to admitting mental retardation, need not read on. Those of you who are intent on spending 24 hours or more, can continue to read; that is, if you have the mental ability to do so.

Up to this point, there are found three distinct social classes on board. These are: Captain, guests and crew. Being mere humans, there is no chance of you being classified in the former. The second group ceases to exist aboard this vessel once the mooring lines are cast off. That means that, at this point, you fall into the category of "CREW." On the evolutionary scale, this species falls just below the cockroach, but above the elementary flat worms. As crew, you have only to do mindlessly what the Captain, affectionately called The Skipper, tells you to do.

It is the skipper's kind belief that you will enjoy the trip more if you share the sailing of the boat as much as your limited skill allows and that he will enjoy the

trip more if you do your share of cleaning and cooking. The duty roster will be posted; please consult frequently for what the Skipper considers your fair share and report for duty on time. Duties will **not** be split on sexist lines. Mutiny is dealt with on this vessel as severely as maritime law allows.

There are no maids or mummies on board, each crewmember is expected to be able to tell when they are thirsty, remember the location of the beer locker and get it themselves, and if they take the last one restock from the storage locker.

ARTICLE VI - PRIVACY

Cruising on board you will find four items to be in short supply: privacy, space, water and electric power. The very confined space and thin walls allow very little privacy and a minimum of solitude. If you occasionally need solitude, the foredeck, especially underway, effectively shuts out the rest of the world. If the weather is bad, one of the sleeping cabins can offer some isolation and, in port, a stroll along the beach can get you away from people for a while. The main social areas on board are the cockpit and the main cabin. Since the main cabin is also on occasion a sleeping area for crewmembers, during those occasions, a certain compromise of usage is expected. That is, those who sleep in the cabin cannot expect to go to bed early and those who do not sleep in the cabin cannot expect to socialize until the wee hours.

The very confined space is also a problem because of the aforementioned lack of mummies and maids. The small space and multiple bodies using the same space requires a dedication to neatness not commonly found in most situations. The confusion of a sloppy cabin mixed with a choppy sea and a 40-degree angle of heel can quickly become not only a hopeless squalor but a down right dangerous critical mass of sliding and flying equipment. Besides all of that, the skipper has a distinct aversion to being up to his armpits in other peoples cast off clothing and equipment. If you take it out or off-- put it away when you're finished! If you can't handle this, consider how long you can tread water.

ARTICLE VII - WATER

There is a maximum of 180 gallons of fresh water aboard. Running out of water can be very serious or even fatal. Water usage may require strict regulation but, generally, it is enough to provide for all you want to drink and cook with and all you **NEED** to wash with. **NEED** varies and is defined by the Captain. That need is based upon the amount of water and the sweetness of the cabin atmosphere, but is generally the minimum necessary to get wet, turn the spout off, soap up, scrub, turn the water back on & rinse. Hair washing is a luxury allowed only with direct permission of the Captain, unless done with salt water. Complete showers happen, only if you are capable of rising on the third day after your death and intend to ascend to heaven 40 days later. Dishes are best washed and rinsed

with salt water. A final, hot, fresh water rinse is allowed to scald the dishes. A salt-water foot pump is found at the kitchen "galley" sink. No limit is imposed on the amount of salt water you wish to use for washing.

ARTICLE VIII - ELECTRICITY

Electric power comes from shipboard batteries, which are charged by various and mystical, means at random and odd times. There is generally enough to operate critical equipment and lights, for cooking, cleaning, reading or writing. However, please turn off all lights and equipment when not in use as power is limited. If the batteries get too low, critical equipment will not function and we will be without power until we can get one of the mystical methods to work and recharge the batteries which maybe several days.

ARTICLE IX - EQUIPMENT

The following discussion will outline the minimum equipment needed for the trip; the maximum is not a whole lot different as storage space is limited. The equipment should be packed in soft luggage such as a duffel bag as rigid luggage takes up more storage space.

Shorts & T-shirts or jeans & sweaters/sweatshirts are most commonly the uniform of the day. Layered clothing is best as, not only can the weather change, but even during constant weather, the temperature on board can also change depending on the point of sail. Running with the wind from behind can produce bikini weather on board while suddenly beating up wind will result in down jacket weather. If there is an all night sail, it can get very cold standing watch at 4:00 a.m. Heavy wool socks, long wool underwear, wool sweaters and a heavy down jacket w/hood, warm gloves, and wool stocking caps are a good idea. Rain gear and boots, if necessary, will be provided by the boat. Getting a good fit, however, is not guaranteed. On occasion, moderately formal dress may be required for a decent meal ashore. You will also need a sleeping bag, a couple of sets of towels and washcloths, toilet articles, two pairs of deck shoes and sufficient socks and underwear to last between clothes washings which may be done by hand in a bucket of sea water. Sunglasses are a necessity. A swimsuit, a camera and a good book or two fall into the "nice to have" category. Please choose the non-oily variety of suntan lotion or sun block and take care not to stain the woodwork or upholstered portions of the boat.

Please get permission in advance from the Captain to bring aboard any bulky equipment like a guitar, diving gear, fishing gear, etc.

ARTICLE X - FISHING

A few words about fishing. Fishing aboard a sailboat is not all it might seem. The speed of the boat is controlled by the wind, which generally does not stay at proper trolling speed for more than a few minutes at a time. In addition, the boat's course is usually not through the best fishing waters. However, you are welcome to go for it underway whenever you believe conditions are right and of course, unlimited jigging from the anchored boat is always available. Finally, if you do catch something, you need to be aware that you can only keep what the crew can eat, as there are no refrigeration facilities for preserving the catch.

ARTICLE XI - SEA SICKNESS

For all those concerned about mal de mar better known as seasickness. It is most often caused by the unaccustomed motion of the boat, which affects the inner ear and stomach. The risk of being adversely affected is greater if you are cold, apprehensive or hungry. Keep something in your stomach, if possible, and keep warm. Lack of apprehension comes from confidence that the boat and, consequently you, are in no danger especially in rough weather. Until you get the experience necessary to feel safe, you will have to rely on the Captain's judgment. Watch him, if he appears calm try to remain calm; if he appears panicked, then you can puke. If you find yourself getting queasy, get above deck, fix your eyes on the forward horizon, get the wind in your face, find the most comfortable position and eat Saltines. Sometimes, sitting on deck just forward of the mast where motion is minimal or laying down in the cockpit works best. There are several drugs available that you wear on your wrist or behind your ear, which are supposed to be quite effective. I have no personal experience with their results, but I understand that they are better than Dramamine. Generally, if you start the trip using drugs, you usually have to stay on them. You will enjoy the trip more if you can avoid them all together.

Signed this Day _____

The Honorable and Lovable Captain

Captain

Low Life Trainee Guest