



THE JOLLY ROGER

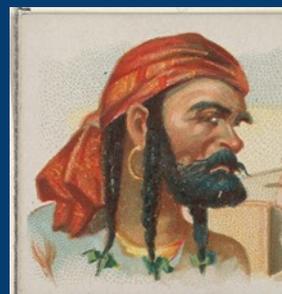
RYE HARBOUR SAILING CLUB QUARTERLY NEWSLETTER



A Tale of Two Boats



The History of the Pyrates



Contents

Who's who	Page 3
In this edition..... by the Editor	4
New Members	4
Message from the Commodore, Eric Zon	5-6
Notes from a Plebe by Peter Joyce	7-8
Dinghy Report– Miles Nauta	9-10
A Tale of Two Boats by Martin Newman	11-20
Classified Advertisements	21
The penultimate extract from "Sailing-My Life Afloat" by Richard Cooper	22-27
Recollections of Bryan Eberli	28-29
How to become a member of the Club	31
The History of the Pyrates by Daniel Defoe	32-45

Who's Who

Commodore: Eric Zon	07740082401	ericzon@lankelma.co.uk
Hon. Secretary: David Townsley	01424 882066	davidtownsley1@hotmail.co.uk
Treasurer: Jeremy Short	01797 270212	shorts.kent@gmail.com
Membership Secretary: John Powell OBE		rhscmembership@gmail.com
Rear Commodore Dinghies: Simon Marsh	01233 758181	simon@hi-flight.co.uk
Rear Commodore Cruisers: David Preston	01580 754679	dpreston303@btinternet.com
Rear Commodore House: Mick Kirby	01424 753536	mickkirby57@gmail.com
Rescue Boat Coxswain: Mark Whiteman	07785 921408	mwhiteman@hotmail.co.uk
Social Secretary: Claire Powell	01424 882385	clairealisonpowell@hotmail.com
Berthing Master: Jeremy Short	01797 270212	shorts.kent@gmail.com

Our traditional note from the Commodore comes from a small island in the Atlantic ocean and I am sure we all wish Eric well on the rest of his challenging voyage. Then Peter Joyce gives an entertaining account of his first months as a member of RHSC. It is pleasing to note the warm welcome extended to him by Club members.

John Powell OBE provides his usual account of the activities of the Dinghy fleet. Happily, 2021 has proved to be a busier year than 2020 although clouds are gathering as we approach 2022, alas, and we can only hope that these eventually disperse. This is followed by a fascinating and funny account by Martin Newman, with links to videos, of two voyages in his own boat , Juneph, and in Eric's boat, Elly Anne.

We have now reached the penultimate episode in Richard Cooper's amusing recollections of his life afloat.

Finally, I have included extracts from Daniel Defoes's book chronicling the lives of some of the most notorious pirates. I have looked for some of the most blood-curdling passages but had to omit some of the more salacious. Nevertheless, it might be prudent to ensure that this edition does not fall into the hands of small children or persons of a nervous disposition such as great aunts, We do, of course, have our very own pirate, Admiral Eric, who is on his way to the Caribbean as I write this. I gather he will be returning to Rye after nightfall and that lots will be drawn to select someone who will carry a lantern to the entrance of Rye Harbour to signal whether the coast is clear and that the booty, consisting of cases of Captain Morgan's rum, can be safely transferred to a wooden rowing boat concealed in the mists of Rock Channel.

As always, I wish to extend my gratitude to those who have contributed articles or other material to this and previous editions of the Jolly Roger.

New Hands on Deck!



The Jolly Roger welcomes the following new members to the Club:

Paul Croft whose interest is with cruisers.

Abigail Bright whose interests are in dinghies and cruisers.

Message from our Commodore, Eric Zon

All about sailing for me at the moment. I write this from the cockpit of Elly Anne, my Koopmans 46, in Mindelo Marina in the Cape Verde. After buying the boat in March 2021 much work was done to get her ready for a crossing to the Caribbean. We had some beautiful sailing in the summer: around the Welsh Coast and a lovely trip to Rye. I sailed her to Tenerife in October with 2 club members, Jim Cooke and Martin Newman-more on this in the magazine. Now, with two of my sons Joshua and Lucas and their friend Charlie, we are on our way to Barbados. We arrived in Cabo Verde on Friday November 19 after a very calm 7 day trip from the Canaries. We will leave again on Wednesday December 1 for what looks like a very lively trip to the Caribbean with winds between 15 and 30 knots. No spinnakering I would think but a nice old fashioned set up with twin boomed foresails. By the time you read this we will be somewhere out on the Ocean.



In the meantime, back in Rye, we had a great last sail of the summer series out at sea in the dinghies and the winter series is now on its way. It is lovely to see new members joining and coming out for a sail. We have the Annual General meeting coming up on January 16 with a free lunch at the end, so please come along. We can still do with more committee members so please don't hesitate to contact us if you want to join. Please email davidtownsley1@hotmail.co.uk if you want some more information or want to put yourself forward.

We also have the Annual Dinner with Prizegiving coming up on February 5 at Webbes Fish café in Rye, please come along for good food and good company. Reservations to Clairealisonpowell@hotmail.co.uk. Claire will give up acting as social secretary after this so please consider whether you could take on this post.

One of our favourite races, the Rum Race, will be on Saturday January 22 and this is an open race so anyone can join but the more club members enter the better. Remember we have quite a few club dinghies available.

Message from our Commodore, Eric Zon

The program for the cruiser races in the summer will be published shortly. We have quite a few members with cruising boats who haven't joined the racing yet. Remember, in the end, it is just a good excuse to go for a sail and you can take the racing part as serious (or not) as you want. One thing is for sure: it is a great way to hone your sailing skills. Crew are always welcome for the existing fleet. Please email DPreston303@btinternet.com for any more information.

In the meantime, I hope the current Covid situation will settle and everyone will have a merry Christmas and Happy New Year and see you at the AGM.

Eric

Images of Old Rye 1



When considering what to use as a title for this article about my first 6 months at RHSC I came across the word plebe and thought it appropriate as there are a couple of definitions which resonate:

1. a freshman at a naval academy.
2. an ordinary person who lacks the knowledge of an insider.

Having moved to the area during lockdown in 2020 and then retiring in May 2021, I was keen to join some local clubs. I'd sailed dinghies on holidays, mainly lasers, with no formal training, so joining a sailing club seemed a great idea.

Browsing the internet, various local clubs seemed to be possibilities but RHSC was the nearest and offered the option of river or sea sailing. So in May I sent a speculative email to the RHSC membership email. A prompt and friendly email exchange with John suggested I should come down to the club at the next free sailing session.

At that point I also thought that I had stumbled across a special RHSC club initiation rite! Instead of emails addressing me as 'Peter', which is normal as that's my given name, I received a number of emails from committee members addressing me as 'Mark'. Of course I agreed that if necessary I could adopt the name Mark for the purposes of sailing!

The free sailing didn't happen on a couple of occasions in May due to high winds and fog respectively. However I finally got on the water crewing for Martin who very kindly offered to 'take me out' as a guest. We managed to achieve a second place. That result sealed the deal and I became a member of RHSC.

Boyed (should it be buoyed?) with enthusiasm I crewed for Martin again although our placing was not quite as impressive the second time round!

In August I spent an enjoyable weekend taking the RYA level 2 course at Rye Watersports, restricting my contact with the water to just one capsized.

So now 'officially' qualified I decided it was time to go single handed and borrowed the club laser for the 11th September race. Jonathan very kindly helped me rig the boat and with the race confined to the river I managed to finish the race with no incidents.

My first race at sea was somewhat less straightforward. It started well. As I arrived at the club house new wheels were being fitted to the trolley so launch and recovery were going to be much easier than it had been previously on two flat tyres. But...I failed to listen to the race briefing so was unsure of the course, none the less knowing I would not be leading the field I resolved to follow others, unfortunately I got so far behind that this tactic was useless and after putting in an extra triangle instead of sausage and missing a turn I decided retirement from the race was the right decision, particularly as I was tiring. As I made a turn for harbour I noted that my sail was in water, the mast having snapped, fortunately Paul was still present in the safety boat and patiently waited for me to make the sail safe before towing me back to the club. Whilst I was feeling bad about breaking the club boat when I returned Jeremy and others were very kind in suggesting it was a corroded mast that was the cause. The tea and brownies were a welcome pick me up.

For my third race I was very kindly lent a lower mast and returned to sea having carefully understood the course this time! I managed to finish albeit some 6 minutes behind the leading laser. I again called on Paul's services to tow me home although I was not alone as the tide and wind combined to make a return to harbour nigh on impossible that day.



The Broken Mast

For the next race John was looking for a crew and I was rewarded with some useful tips and advice as we competed in another river race.

I've thoroughly enjoyed my first six months at RHSC thanks to the massive amount of support and friendship shown by not only those named above but all the other club members I've met. Your help and support, in rallying round to keep the club laser shipshape and hauling me home when it wasn't, have been much appreciated.

I realise I've got much, much, more to learn but am sure I'll enjoy doing so at RHSC. Thank you for making me feel welcome and supporting me.

As I look forward to 2022 thoughts turn to buying a boat of my own, I just need to tell my wife first!

Editor: we wish you all the best in your search for a suitable boat. I am sure Club members will be pleased to offer an advice you might need.



Ed: Sue shortening the course on 24th October. My thanks to Anna Knight for the photo.

At the end of the last report, it was hoped that there would be an Indian Summer as Summer Series 2 commenced. Sadly, this was not to be the case (though there were a couple of races when the conditions were near perfect). The first race had to be cancelled because of the weather but we did manage to sail the remaining eight with twenty-two competitors taking part in the series.

The Series was won by Jeremy and Alison Short; Steve Eccles came second with Andrew and Mary Hewitt coming third. It was good to see so many new sailors taking part in the Series: Peter Joyce, Kate Wilkinson and Oscar Sullivan.



Jeremy and Alison Short in a RS 2000 Dinghy

At the time of writing, Winter Series 21/22 has started. The weather conditions lured us out to sea for the first race but then deteriorated. Of the five registered for the race only two finished and all but one capsized at one time or other. As ever thanks go to those who run the race but particularly those who provide safety cover. Paul Whiteman, often accompanied by a Sea Cadet, has been a stalwart in this; for others aspiring to take the RIB out and provide safety cover there are plenty of opportunities available at end of the Winter

Series and in Summer Series 1.



Dinghies beating up and down to the start line

The Winter Series continues with one race a month until March. The big event in the series is the annual Rum Race on 22 January which is an open race (usually attracting a good crowd from Hastings and St Leonards Sailing Club). The entry fee is £10 per boat with proceeds being donated to the RNLI. The Galley and Bar will be open afterwards to help warm up those hardy souls who took part in the race.

(Photos by Paul Whiteman and Martin Newman)



Oscar Sullivan helmed by Kate Wilkinson in a Hobie 16.

It is 01:00 October 11th, 2021. 50 miles off Coruña. 40 knots of following wind, gusting a lot more. A single sail the size of a tea cloth and we're making 11 knots. No moon. Pitch black. Big noise. I'm thinking that this certainly wasn't the trip that Eric had promised me. I was a very unhappy bunny indeed.

A Tale of Two Boats.....

Elly Anne was built in 1987, the hull by Volmer a yard specialised in ALU and finished inside by Hutting and for 30 years owned by the Fergusons in Scotland till Eric bought her in March. She is a Koopmans 46, 14 metres long and 4 metre wide. Lifting keel, 7 berths, cutter rigged, 15 tonnes.

Mine, ***Juneph***, was smaller at 10 metres. She was a beautiful boat, designed by Yves Mareschal, built around 1973 by Arcoa-Jouet and owned by Lord Wylie until he ruthlessly plied me with pink gin; 30 minutes later I became her proud owner, resigned from work, and joined the ranks of the unemployed. It was May 1984 and I had never sailed a yacht. Madness but probably one of the best decisions I have ever made.

Elly Anne's initial journey was to be a 1500-mile non-stop sail to Tenerife whilst *Juneph's* was to be a leisurely jaunt from Poole to Gibraltar with very few trips further than 70 miles. Interestingly though, *Juneph* made over 1400 miles, but it took us just under three months as opposed to *Elly Anne's* 14 days.

And what wonderfully different adventures I had on both boats.

Elly Anne. 06/10/21. Lymington

We're off! Two crew - Jim Cooke and me- led by Eric (Admiral) Zon. Blue skies and a gentle breeze. Fran waving goodbye from the pontoon whilst checking the Admiral's life insurance policy. We have 600 litres of water, the same in diesel, fresh food in abundance (a lot of which went off too quickly for us to eat) and the world's



supply of chocolate bars. Click (Ctrl + Click to open) on the link:

https://drive.google.com/file/d/1HX3H2emqQywiXvK6mUXmRbhKbtVRyz_g/view?usp=sharing

Juneph. 13/06/84. Poole

One crew – ex girlfriend Alex – and me. Ditto weather to Elly Anne’s departure. 24 hours later, St Helier, Jersey. Having spent three months learning the basics of sailing and navigation, I was mighty relieved to arrive at the right island and in one piece. Navigation in those days was so very different to what we have today.



Elly Anne has a fabulous piece of technology - AIS; I had an RDF, a compass and a couple of well-worn charts that someone had donated. Above is the only snap I have of *Juneph* taken shortly before I took delivery.





Elly Anne. 06/10. The Needles

It really doesn't get much better than this. We're making 7+ knots; the wind is in the right direction the sun's shining and the Autohelm is still working.

Juneph. June

There was no mad rush to do anything and with the summer in front of us we could afford to gently harbour-hop towards warmer climes. Our first port of call was Tréguier which we crossed to overnight. And then on to Perros-Guirec and Morlaix. All beautiful places and worth a visit. Reading through my log, we often sailed late into the evening as it was easier to take fixes than in the daylight.

Yes it meant entering an unfamiliar harbour at night but once you've done this a few times, it really isn't that difficult. And there's the bonus that most people are asleep so you can tie up wherever you want and depart early without having to trouble whoever is collecting fees!

Elly Anne. 07/10

About 02:00. The tide has been against us, the wind is on the nose and the Autohelm has broken. Proper broken. Kaput. Finished. We're due south of Plymouth beating towards Finistère and Pointe du Raz. I'm horribly seasick as is Crewman Jim. But that was his own fault as he opened the stopcock in our heads which started a small flood – which he had to clear up before we sank. With a bucket in a bucking boat. Nothing looks more green than a seasick farmer.

By 10:00 the wind dies. Motoring.

https://drive.google.com/file/d/1dm_9ct485SAKdRBFkwWLOTxcPCXzRgdI/view?usp=sharing

Elly Anne. 08/10

10:20 We're approaching the overfalls at Pointe du Raz and at this point it's eerily calm.



Our French cousins describe this shortcut around Finistère as “delicate” which is an understatement. 10 minutes later the once calm and gentle sea looks like this. Wow!



https://drive.google.com/file/d/1a5jjL3GHn_rVnU6j7KWiat_DeR4HR4AU/view?usp=sharing

An hour later the rip spits us out and we're under full sails, powering south towards Biscayne which is where Tilly the Windvane really comes into her own. For those that haven't used one (i.e. me before this trip), they look complicated and fickle. Google describes them as “a non-electric device mounted on the boat's transom has a vane that takes a signal from the wind. Based on this input, the boat is steered – by various mechanisms – on the apparent wind-based course you set.” Umm...But once you get the hang of them, they're great. And she was a godsend.



It was about here in our journey that the moon started to rise. Until now, the skies have been dazzlingly lit by more stars than I have ever seen. Really breath-taking. Loads of shooting stars, some with incredibly long tails. And during our journey, we were lucky enough to have a nearly complete cycle from New moon to Full moon. Spectacular.

<https://drive.google.com/file/d/1jws3Mk0Fq3OwSid4fzEvF57BdvD0MYfX/view?usp=sharing>

Juneph. Early July

We left Camaret-sur-Mer towards Bénodet passing through the Raz de Sein, a stretch of water located between the Isle of Sein and the Pointe du Raz. Nowhere near as violent as Elly Anne's passage but a very confused and fast-moving sea; I have a SOG of 13 knots in the log. And then from Bénodet to the Île de Groix and Belle Île. If you haven't visited them, you must. They are both stunning. Lovely beaches, safe harbours, and wonderful food.

Elly Anne. 09/10

At dawn we are roughly 200 miles from Coruña goose winging across Biscayne. After coming off watch at 08:00, I changed my clothes. All of them. I was beginning to smell.

<https://drive.google.com/file/d/1pSKKO6bL7NkDS8udirK9DGGk-ICLwaDi/view?usp=sharing>



I think that it was about here that we ran out of fresh food. The potatoes and onions had survived but meat, carrots and a load of other stuff had gone off. The fishes were happy, but we faced a diet of pasta, tinned sardines, chorizo, and Mars Bars. It wasn't quite as bad as I make out, but we could have done better. If you're planning to make a long passage, consider duck confit, pork confit, chicken confit. In fact, any confit. Even Spam! Potatoes, tinned tomatoes, and chorizo, topped with a little onion gets boring. But we got the bread provisioning right. Half-baked buns last forever. You can't pack too many.

This was also the day that the Admiral had to go halfway up the mast to retrieve the foghorn that was knocked off by a halyard and was hanging on by the electric wires. I must tell you that there's quite a lot of the Admiral and hoisting him up was hard work. But his was a very brave act!

<https://drive.google.com/file/d/1CcpuSSE2ik9IQYgczmlfIcGnKLNzJSBK/view?usp=sharing>

Elly Anne. 10/10

112 miles from Coruña. Vids of us all at the helm:

<https://drive.google.com/file/d/1T5P73tCugFhQWYCIpEnZS4fvXBhOPb4/view?usp=sharing>

https://drive.google.com/file/d/1UXCtLeHu3_pppxmWMEIcNfCIMEt2Mrw/view?usp=sharing



<https://drive.google.com/file/d/1TIGft71qq3OssFDnMkVJfswrRiGnG3QR/view?usp=sharing>

<https://drive.google.com/file/d/17N5WnviO98CHTbtZUsJcTIG9sw0CSxxN/view?usp=sharing>

Elly Anne. 11/10

We neared Coruña late last night and things got very ugly indeed. So ugly that I didn't feel sufficiently confident to take my 02:00 watch and had to ask the Admiral to stand in. The humiliation! I was demoted and Jim was promoted to Head Crewman. He was very happy with this and although I couldn't see him as it was 110% dark, I felt he was smirking. Nothing is as smug as a newly promoted wheat farmer.

By early afternoon the wind had died, and we were motoring. 890 miles to Tenerife. Here's Jim:

https://drive.google.com/file/d/11GPRDDx6gZocm_5H-Uv37T9JUnTehhZO/view?usp=sharing

Juneph. Late July onwards

By now we had reached Spain, sailing overnight into San Sebastian from Arcachon. From there to Getaria, Bilbao and then Santander. Numerous other harbours including Coruña before arriving in Viana do Castelo, Portugal at the end of August. I see from the internet that most of the places we called into now have marinas. It wasn't like that 37 years ago – probably because there wasn't the EU funding that they have now.

Most of the time we tied up alongside fishing boats. A great way to meet the locals and to get some idea of that the weather was going to do. And it was cheap.

Elly Anne. 12/10

Light winds. Flat sea. With 788 miles to go, we hoist the Admiral's latest toy. The Parasailor is a symmetrical spinnaker that is deployed from a snuffer but with one unique feature— a wing that flies horizontally in front of the sail. Same sort of thing as a Ram Air Parachute. According to the blurb, the Parasailor provides spinnaker-beating performance, with a unique level of control and stability, whilst being so simple to operate, that even single-handers can fly it with ease. Not completely true. In very light winds, it's difficult to keep it inflated. But above 7 knots of apparent wind, it's easy. Ish. Anyways, we kept it flying for 25 hours non-stop.

Elly Anne. 13/10

Light winds. Flat sea. 697 miles to go. Off Portugal and it's getting a lot warmer at last.

<https://drive.google.com/file/d/1AXLd2vLRill0nYx1U2OB5Q9Xx9AxV3pP/view?usp=sharing>

It's strange being 100% off grid. Initially it's great; no client calls, no emails, no news.....nothing. And when all you can see is about 300 square miles of empty sea, it starts to hit home that you really are on your own out there. You're in your own mini eco-system in the middle of nowhere, completely unaware what's happening at home and having no way of finding out. It's quite humbling and I guess that this is where Elly Anne's journey was so different to Juneph's.

Elly Anne. 14/10

No wind. Calm. 597 miles to go. The Admiral and Crewman Eric (recently demoted for being late on watch) go for a swim. I bravely volunteered to stay on the boat. Way too cold and deep (4000M) for me. I am not a brave man.

https://drive.google.com/file/d/1v4M98_GF2Krp2jS4lolD57XReqNhvJbt/view?usp=sharing

We also saw a large pod of dolphins.

<https://drive.google.com/file/d/1SbTVX8l0vFSZ0mCfbosLJkbcswgVIsG5/view?usp=sharing>



Juneph. Early to mid-September

From Viana do Castelo to Figueira, Nazaré, Sines before returning to Spain docking at Cadiz. Our last port of call before Gibraltar was Barbate, a popular bolt hole in which to wait for favourable conditions before the straits of Gibraltar. Unless you hug the shore (hard) you need to avoid crossing if the Levante (strong Easterly wind) is blowing as there is a constant tide flowing into the Med. Best to wait for the Poniente. After 2 days, it arrived, and we sailed into Gibraltar on 18th September. In May the following year we ventured into the Med for a further adventure.....

Elly Anne. 15/10

No wind. Flat sea. Motoring. One advantage of a flat sea was that we were able to spot turtles and whales. Both were incredible in their own way. The turtles were small and quiet, the whales were large and noisy. Really fabulous to see them where they are meant to be.

I thought I'd share a little about the watch system and how the days just disappear (in a good way) as everyone always thinks a long passage might be boring. How wrong. The below clip explains how the watch system worked and my schedule was no different to Eric's or Jim's. Basically it's 2 hours on watch, quite often helming, and then 4 hours off. In those 4 hours you must fit in: make tea for whoever is replacing you, prepare or eat food, the loo (!), tweak the sails if asked, change the sails if asked (think Eric's new toy – lots of work there), and sleep. Usually, I managed between 2 and 3 hours in each shift. And this goes on 24/7. The two books I bought with me remained unread although I did tackle a few crosswords. There was very little, if any, time off. It's tiring.

https://drive.google.com/file/d/1HrKeroTdXQO-KSFQr_2yIUa60MMm4Fau/view?usp=sharing

Elly Anne. 16/10

Flat sea although the wind is beginning to pick up. Following the fine example of timekeeping set by Crewman Jim, Eric had to wake me for my 04:00 watch last night. I wasn't demoted as I was already at the lowest rank, so I made him a coffee by way of apology.

Elly Anne. 17/10

Jim's 59th birthday! Very kindly, Eric allowed him to shower. Off Africa. 250 miles to go.

<https://drive.google.com/file/d/1rfADvTqpp3LSNxxwSgUNRZDS3nTRJRawX/view?usp=sharing>

The wind's picked up:

[d/1Gm8fCfC5SMIWQtTRjJD6DNOt8FAsNIEC/
view?usp=sharing](https://drive.google.com/file/d/1Gm8fCfC5SMIWQtTRjJD6DNOt8FAsNIEC/view?usp=sharing)



And we have had feathered visitors. Miles from anywhere, they seemed very happy, were uninterested in the fresh water we left out for them and not that interested in food. Have a look at the pics – any ideas?

https://drive.google.com/file/d/1yI9DJcEJAW2PDwk5UFleG214U_02lgyz/view?usp=sharing

https://drive.google.com/file/d/1yI9DJcEJAW2PDwk5UFleG214U_02lgyz/view?usp=sharing



Elly Anne. 18/10

Final night at sea. 67 miles to go. It will be strange to leave our little eco-system. Having spent the last two weeks in very close confinement, the “band of three” will shortly go their separate ways which will be sad. Although it is always a risk putting three relative strangers together, it’s been a unique experience and sharing this with Eric and Jim has been an absolute pleasure.

<https://drive.google.com/file/d/15YC1G2P1sVMoLlf9ZDd0T6g-dec-V-mq/view?usp=sharing>

Elly Anne. 19/10

Whales off the coast of Tenerife.

<https://drive.google.com/file/d/1QKUO24Fy0I2w7mIkdaMYHdJK6OrNVroA/view?usp=sharing>

Two hours later we tied up, had a shower, and went for a beer. And another one. And another. And then dinner. Fresh food! Then a bar. More booze. Bearing in mind that we had been on a dry boat for two weeks, Eric fell over (tripped?), and Jim was virtually comatose. Me? I of course was fine. Not.

Elly Anne. 20/10

It’s goodbye from her and it’s goodbye from me. What a trip! Thanks Eric and Jim!



Classified Advertisements

Smyerumsy are a supplier of marine electronics products including:

Marine Radios (short & long range communications)

Navigation Systems

Power Supply Systems

Fish Finders

Safety At Sea

Plus so much more

If you haven't heard of us, Smye-Rumsby Ltd has been around since 1948, and has always offered a wide range of technical services and products across the maritime industry, working with everything from small rigid inflatables up to commercial ferries and cargo ships.

We have recently launched a new online marine store and would like to offer your club members a unique discount. New products are being added daily, though if there is something specific you or your members are looking for I am happy to assist.

For many years we have also been the on-call engineers for all of the cross channel ferry companies operating out of Dover, able to respond and deal with serious failures and emergencies around the clock at short notice. Whether you are looking for advice, a complete vessel electronics overhaul or just a quick repair, our expert team of engineers can assist.

As a general, on the website it is £10 off all non-sale items with code SAIL2021. For orders over £250, we offer 5% off with code SUMMERSAIL2021.

That being said, I can offer best prices by email or phone – kelly@smye-rumsby.co.uk and 01304 248904

Kelly Culver – Online Sales & Marketing Manager

123-125 Snargate Street

Dover

Kent

CT17 9AP

Office +44 (0)1304 248900

European Championships at Poole

At the start of the first race, we were rammed by a competitor. We suffered some damage and had to retire and although the other person also had to retire as we were on starboard tack, it meant that Westerly worked hard to repair the damage, late into the evening, at no charge to us, which I thought was really excellent.

On another race in Bournemouth Bay, three boats found a wind hole and lay becalmed, whilst the rest of the fleet sped by. We were one of them and Bob Fisher another. We finished next to last, Bob beating us home.

On one of the last races, we were, for once, doing quite well, after a fairly windless interval and approached the committee boat finish. Another boat, about 25 metres in front of us, crossed the finish line and there was a gun finish. We, about a minute behind, crossed the line, but there was no gun for us. After querying this, I was told that we were out of the race time. Considering, just for a moment, ramming the committee boat, in, we returned to Poole. Thus we finished next to last, but did beat the Italian entry!

We also won the third of the Medway series, although we had to share the trophy with Robbie Stewart.

Yes, a good six years, but I was about to be much more involved, in running the yacht club, so *Junta* was sold and *Ranger2*, duly arrived on the scene.

Ranger 2

The new Ranger was a Victoria 26, newly built She was a long keeled boat, with a canoe stern and a self-tacking jib on a boom (number one mistake!). She was powered by a Yanmar engine and had standing headroom, heads and four berths.

Having installed various instruments ourselves, three of us set sail from the Hamble, with a broad reach her on our way. During the night, I went into the cabin for a sleep. I had suggested that we might go quicker, if we did not run directly with the wind astern, but went on a broad reach and gybing when necessary. After two or three hours or so, I came on deck to find that we were motoring along, at an oblique angle to our true course. We were in a complete calm and when questioned why we were not on our correct heading, I was told that I had suggested it better to tack to tack downwind.

“Not under Bl.....Engine, though”.

We therefore missed our tide round the Foreland and we put into Newhaven. There it started to blow a gale, so we decided to go home for a couple of days, until the gale had blown itself out.



A Victoria 26

On our return, our previous helmsman suggested that we try to start the engine by hand. He swung the handle, which hit the water separator bottle and shattered it. The new engine was a minor replacement to the new engine, but obviously the yard had not thought it was a different layout and installed the separator in the same place as usual.

We eventually were recommended to try our luck at a lorry spare parts unit, which we did and were able to obtain an identical unit, to the one that broke and thus were able to continue our trip back to the Medway.

The boat was expensive for its length. I could have bought a new Westerly for the same money. She had beautiful woodwork in the cabin and yet, at the start of the next season, the inlet valve, for the cooling water, had corroded away and I had to use a wrench to be able to operate it. Not surprising really as I had seen the actual same valve on sale at B&Q. Sold at a lowish price. The valve was replaced by a marine type!



Woodbridge harbour with Woodbridge Tide Mill

At the Medway we had an electric boat hoist, constructed by friends of mine, the wheels arriving from the army, originally on a vehicle shelled by the army for practice. The advertising of the boat exclaimed that all that was needed was to allow the boat to be tied to the quayside once a year for a scrub. Ranger rested on the thick rubber of the trolley, but due to the design of the keel, the boat nestled down, slightly tipping forwards. The 'protective' timber just shed itself. Obviously intended for show, not use.

I requested thick timber to be bolted through the hull, which they agreed to provide, free of charge, but I had to pay for removing the inside wood, bolt the new strake on and replace the interior woodwork.

A fellow club member was impressed by the boat when I took him for a sail, that he ordered one. He said that he would need the strong strake as well, but when he visited the yard, all the interior woodwork was in place, but no strake fitted. They then had to do the same as I had to do! The beautiful brass catches, on the interior of Ranger, proved to be not so beautiful, as they corroded! Probably another B&Q cheap line!

Anyway, back to our cruises in her.

We had several cruises up the East Coast.

Most memorable was a trip to the Walton Backwaters. In very light winds, we kept sailing up one of the creeks, until we ran out of water and then dropped an anchor. It was low water. With the four of us, sitting in the cockpit, gently sipping our drinks, a varnished gaff-rigged dinghy, sailed past, with the helmsman wearing a 'deerstalker' hat and smoking a pipe. It was a scene out of Arthur Ransome and just sheer magic.

We sailed up the coast as far as Woodbridge on the Orwell, which became our favourite spot.

We sailed to Holland and meandered through many towns and enjoyed being able to moor in the middle of towns. We eventually reached Dordrecht and left her there and travelled home by public transport.

Bernard, my work and sailing crew, went out with his family and sailed her home in far from excellent conditions, arriving back with a very wet cabin, mostly due to rain and strong winds.



Dordrecht By Ben Bender, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=56849858>. This file is licensed under the Creative Commons (<https://creativecommons.org/licenses/by-sa/3.0/deed.en>) licence

Another time, three of us, sailed to Normandy. One of the crew was an old friend, who had spent the whole war in Motor Gunboats out of Dover and was the only one, with two others, to survive the whole war. The third member was a Royal Protection Officer. I felt quite safe!

We visited Fecamp and became gale bound for two or three days. Eventually we were able to set out and reached Brighton. There, once a gale blew up and Ranger lay on the pontoon at an angle, so strong was the wind.

Then, after two days we set forth for the Medway and in a fantastic sail, averaged 8 knots to the Foreland. The others were so happy to sail her the whole way to the Foreland, having asked me if I was happy with this arrangement, which I was. I just made tea or coffee and made sandwiches.

The Protection officer fell in love with the boat and was not happy when I sold her! I sailed the windward leg home a lot of the way, via the Margate Channel and this was not so enjoyable!

I entered one of the club's races, despite the fact that Ranger was not a racing boat, whichever way one looked at it!

Julia and I had a colleague at work and her husband aboard. Languishing at the back of the fleet, we laid out a superb picnic, including a bottle of wine. We could not tack, we just sailed on the tack that we were on, so as not to disturb the picnic. This took us near the far rounding buoy, so I thought that we might as well round it, which we did. A wind sprung up astern and as we reached near the mouth of the river, a whole fleet of boats lay becalmed. I explained that this was probably the Queenborough club's afternoon race. It wasn't; it was our fleet! We passed them all and although they soon passed us, we won the race, with minutes of corrected time to spare. The fleet were NOT at all pleased!

Shows the fallacy of handicap racing, but never mind, we had a rather nice Cup for a year!

Due to my commitments at the Yacht Club and due to the various problems with the boat's handling, I decided that I would sell.

One instance comes to mind. It was blowing really hard, but she would not go about and in big seas, Julia had to go forward and push the jib boom over. Not very nice in those conditions!

Mac and I sailed her up to Woodbridge and there I had a trial sail in a Jeanneau 25. She seemed that this might suit, so, after some haggling, we agreed a part-exchange deal and 'SUNTREK' was mine.

The yard there subsequently found that Ranger had osmosis. 'Victoria boats never have that sort of problem, I was informed by the then managing director!

SUNTREK

She was a comfortable boat below, with cooker, heads, washbasin and even a double berth on the port side of the cockpit, separate from the cabin. She was powered by a Volvo engine.



Suntrek

We originally raced her on the Medway but found her to be excessively tender and had to reef in even a top F3. These were very different conditions to those at Woodbridge. Later, on charter in New Zealand's Bay of Islands in a 34 ft boat and later in the Caribbean in a 46ft boat, they both exhibited the same vices.

We had one trip over to Boulogne in thick fog and back in a F5-6 on the nose, neither of which were particularly pleasant which did not adhere me to the boat, nor did the engine, which failed, and I had to exert some pressure to have the repairs done free of charge. In the meanwhile, I had fallen in love with a Cape Cutter.

Dragon Fenrir

In my final years at the Medway, whilst still owning Ranger, I went into partnership and we bought a beautiful Borresen Dragon from a fellow club member.

We had to learn how to sail one. A comfortable and rewarding boat to helm, but crewing was not comfortable! Fortunately I helmed most of the time!.

In the winter we kept it in a nearby farmer's barn and Phil and I sandpapered the hull and put on coats of varnish. Arriving at the club, she looked absolutely splendid, as we proceeded to launch her. In August, she looked neglected!

As I still worked, it was all too much, so we sold her and bought *Ming*, a glass fibre boat, which had been wrecked in the 1987 hurricane, but was refurbished, including a paint job. She was very fast in light winds, but not so good in heavy weather.

We had one memorable sail, which is always in my memory. David was helming and I was crewing. I had managed to persuade the owner of the local chandlery to allow her partner time off to crew as well.

In a F5 wind we tore down the river under spinnaker. Then we broached and I, tending the port runner, suddenly felt myself up to my knees in water. There was a bang and the spinnaker disintegrated and we came upright, but no Peter. We saw him swimming a few feet away and were not quite able to come alongside him. Another Dragon had a go, but, equally, failed. On our second attempt, we were able to come by him, but David and I had a very difficult job of hauling him aboard. We managed eventually and he lay utterly exhausted until we reached our club pontoon.



An example of a Borresen Dragon

With racing, we finished midway in the fleet for the first two years and then, somehow, managed to finish third and a year later, even second. This was mainly due to getting all of us working together.

Yes, four years as a Dragon sailor were well spent and I can see the attraction of sailing such a lovely boat, even with the bruises!

So back to the Cape Cutter.

CAPER

I had had many looks at a Cape Cutter and thought that it would be an ideal boat for Rye. She was gaff rigged, with a longish bowsprit and had an outboard well. She had, just about, four berths and was easily trailable.

I ordered one and drove up to Rochdale to pick her up.

I loved her, at first, and I was taken back, in my memory, of days of Ranger.

After a while I began to find niggling problems. On returning to my pontoon, I decided that rather than spear

the boat next door, it would be safer to retract the bowsprit each time, which was rather a bore and this we did.

However, on bringing the outboard out from the well, when we started sailing, the cover over the well did not work and we were left with seawater rolling around the floor of the cockpit. The final nail in her coffin came when we started to notice the gel coat in the cockpit beginning to fail. I contacted the builders and they said that if I motored her halfway up the M1, they would meet me there and take her back for repair and then repeat the same procedure on completion. I declined and after one and a half seasons, sold her. I made the new owner aware of the gel coat failure, but this did not concern him, as he had to take her to the north of England, anyway and would leave the boat for repair on the way.

The reason, I expect, for the gel failure, was that the person who had built all the hulls to date had returned to South Africa and this was the first attempt on their own. Maybe I was wrong!

So came Hubble Bubble into the fold.

Images of Old Rye 2



Wanted– articles for the Jolly Roger!

If you would like to share any sailing experiences or your expertise with our readership or simply make a comment, your articles or letters to the editor will be gratefully received and considered for inclusion in a subsequent edition of the Jolly Roger. We aim to maintain a balance between material relating to dinghy sailing and cruisers and also between articles which are informative, educational or downright comical and so please do not be offended if an article you contribute does not appear immediately. Articles or letters should be submitted to the editor (apowell@lawdisputes.co.uk) no later than 14 days before the publication date (i.e. by 16th November for the Winter edition, 14th February for the Spring edition, 17th May for the Summer edition and 17th August for the Autumn edition).



More about Bryan Eberli - as related to the Editor by Dominic Pinto

The previous edition of the Jolly Roger referred to a former Club member Bryan Eberli, now in his 91st year, based on information supplied by his son-in-law, Dominic Pinto. Bryan was born in Orpington, educated in Canada and lives in Robertsbridge. He was a member of the Town and Country Planning Association and also worked for the British India Steam Navigation Company.

Bryan used to sail a Firefly named "Trout". This may be the photograph (right) showing Bryan with a boat, possibly on the River Thames.

Dominic has supplied the following details:

Builder: Fairey Marine January 1947

Deck Colour: When built - varnish Mark I

Hull Colour: When built - varnish

Usage: Racing

Initial YRA measurement 15 January

Hull number - 12

Hull weight - 163lb

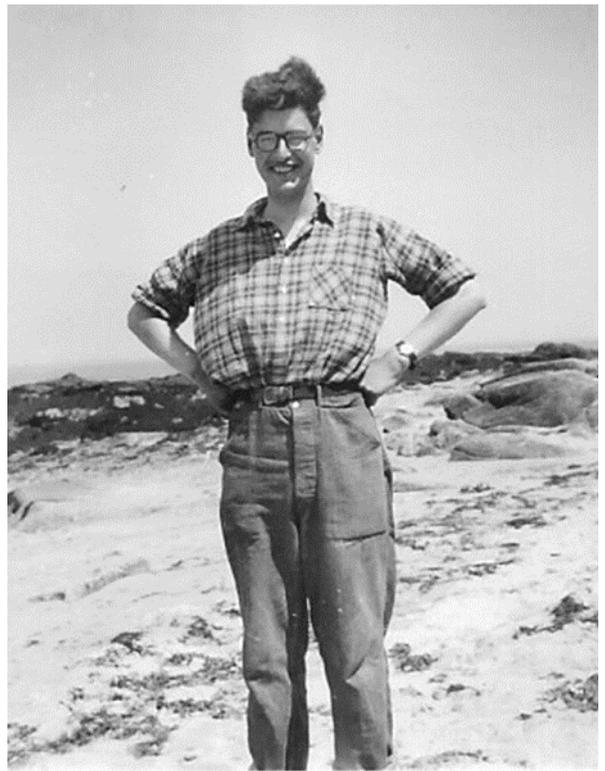
The original owner as Mrs Angela Lowles of Itchenor SC.

The Firefly was the dinghy of choice as it was one of the first production dinghies built in large numbers. The first four were bought by Sir Geoffrey Lowles, Commodore of Itchenor Sailing Club. In 1985, the International 420 was brought in alongside the Firefly to encourage the use of spinnaker and trapeze boats for school sailors.



More about Bryan Eberli - as related to the Editor by Dominic Pinto

According to one Firefly source: 'there certainly were Fireflies at Bexhill SC in the 50s and 60s, maybe 70s, but before I joined in 1977. There was a Firefly national champion from Bexhill, Albert Knight (?) who according to legend score the sidedeck of his brand new Firefly with a knife because it was too slippery!'



Moorings, Hard Standing, Boat Lifts, Repairs & Maintenance for Pleasure Craft & Commercial Vessels.
Repairs, Rebuilds, Respray, Diagnostics for Classic Cars & Vehicles.

Andi Rivett, Master Shipwright

Rock Channel, Rye, East Sussex, TN31 7HJ Tel: 01797 223234

rockchannelmarine@gmail.com

Rye Royale - since 1572!

Mention this advert in-store, by phone or on-line
and receive a 10% discount off of your first order*



*Excludes Neptune items

concepts...

Furniture... Interiors... Lighting... Gifts...

“We’re here to help!”

8 Market Street
Rye, TN31 7LA
(Opposite Rye Town Hall)

 concepts
 conceptsofrye
01797 225222

www.conceptstrye.com
info@conceptstrye.com

DELIVERIES POSSIBLE THROUGHOUT MAINLAND UK

Not already a member of the Club but would like to join? - follow the simple instructions below:

1. Download an application form from our website: <http://www.rhsc.org.uk/Membership>
2. Refer to the notes on page 3 of the form and decide which category of membership is appropriate for you or your family and complete the form accordingly
3. Calculate the fee payable based on the notes on page 3 (including any berthing fee)
4. Either:

Send a scanned copy of the completed form by email to the Membership secretary, John Powell OBE (RHSCMembership@gmail.com). Fees are only paid once membership is confirmed. Bank transfer is preferred; details are:

Sort code: 30-90-28 Account No. 00752410 (Rye Harbour Sailing Club) quoting your surname as the reference.
5. Alternatively you may send a paper copy of the form to:

John Powell OBE
Membership Secretary
Rye Harbour Sailing Club
The Point
Rye Harbour
East Sussex
TN31 7TU

(Please note that sending a paper copy is not the fastest method of processing membership applications).

If you have any questions during the process then please contact John Powell at: RHSCMembership@gmail.com

6. Once your application has been processed John Powell (and, if relevant, the Berthing Master, Jeremy Short) will contact you.

Daniel Defoe (1660-1731) was a prolific writer as well as being a trader, journalist, pamphleteer and spy. His most famous work is Robinson Crusoe although other notable works include Moll Flanders and A Journal of the Plague Year.

He was born in the parish of St Giles, Cripplegate, London and was educated at a boarding school in Dorking. He joined the Monmouth Rebellion but was pardoned and later became a close ally of King William III. He spent time in the Debtors' prison. He was also imprisoned for seditious libel.



A PROCLAMATION, for suppressing of PYRATES.

GEORGE R.

Whereas we have received Information, that several Persons, Subjects of Great Britain, have since the 24th Day of June, in the Year of our Lord 1715, committed divers Pyracies and Robberies upon the High-Seas, in the West-Indies, or adjoining to our Plantations, which hath and may Occasion great Damage to the Merchants of Great Britain, and others trading into those Parts; and tho' we have appointed such a Force as we judge sufficient for suppressing the said Pyrates, yet the more effectually to put an End to the same, we have thought fit, by and with the Advice of our Privy Council, to Issue this our Royal Proclamation; and we do hereby promise, and declare, that in Case any of the said Pyrates, shall on or before the 5th of September, in the Year of our Lord 1718, surrender him or themselves, to one of our Principal Secretaries of State in Great Britain or Ireland, or to any Governor or Deputy Governor of any of our Plantations beyond the Seas; every such Pyrate and Pyrates so surrendering him, or themselves, as aforesaid, shall have our gracious Pardon, of and for such, his or their Piracy, or Pyracies, by him or them committed before the fifth of January next ensuing. And we do hereby strictly charge and command all our Admirals, Captains, and other Officers at Sea, and all our Governors and Commanders of any Forts, Castles, or other Places in our Plantations, and all other our Officers Civil and Military, to seize and take such of the Pyrates, who shall refuse or neglect to surrender themselves accordingly. And we do hereby further declare, that in Case any Person or Persons, on, or after, the 6th Day of September 1718, shall discover or seize, or cause or procure to be discovered or seized, any one or more of the said Pyrates, so refusing or neglecting to surrender themselves as aforesaid, so as they may be brought to Justice, and convicted of the said Offence, such Person or Persons, so making such Discovery or Seizure, or causing or procuring such Discovery

or Seizure to be made, shall have and receive as a Reward for the same, viz. for every Commander of any private Ship or Vessel, the Sum of 100 l. for every Lieutenant, Master, Boatswain, Carpenter, and Gunner, the Sum of 40 l; for every inferior Officer, the Sum of 30 l. and for every private Man, the Sum of 20 l. And if any Person or Persons, belonging to and being Part of the Crew of any such Pyrate Ship or Vessel, shall on or after the said sixth Day of September 1718, seize and deliver, or cause to be seized or delivered, any Commander or Commanders, of such Pyrate Ship or Vessel, so as that he or they be brought to Justice, and convicted of the said Offence, such Person or Persons, as a Reward for the same, shall receive for every such Commander, the Sum of 200 l. which said Sums, the Lord Treasurer, or the Commissioners of our Treasury for the Time being, are hereby required, and desired to pay accordingly.

Given at our Court, at Hampton-Court, the fifth Day of September, 1717, in the fourth Year of our Regin.

God save the KING



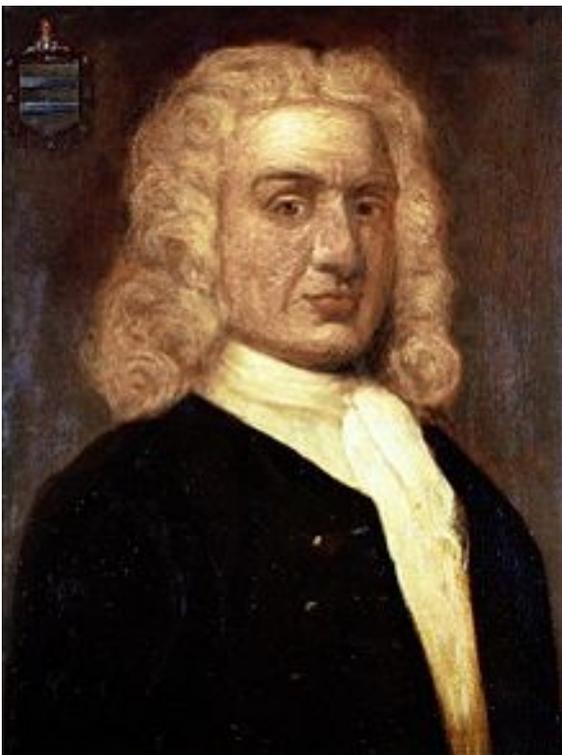
Capt. William Kidd

‘William the Third, by the Grace of God, King of England, Scotland, France and Ireland, Defender of the Faith, &c. To our trusty and well beloved Captain William Kid, Commander of the Ship the Adventure Gally, or to any other the Commander of the same for the Time being, GREETING; Whereas we are informed, that Captain Thomas Too, John Ireland, Captain Thomas Wake, and Captain William Maze, or Mace, and other Subjects, Natives or Inhabitants of New-York, and elsewhere, in our Plantations in America, have associated themselves, with divers others, wicked and ill disposed Persons, and do, against the Law of Nations, commit many and great Pyracies, Robberies and Depredations on the Seas upon the Parts of America, and in other Parts, to the great Hinderance and Discouragement of Trade and Navigation, and to the great Danger and Hurt of our loving Subjects, our Allies, and all others, navigating the Seas upon their lawful Occasions. Now **KNOW YE**, that we

being desirous to prevent the aforesaid Mischiefs, and, as much as in us lies, to bring the said Pyrates, Free Booters and Sea Rovers to Justice

When he arrived at New York he put up Articles for engaging more Hands, it being necessary to his Ships Crew, since he proposed to deal with a desperate Enemy: The Terms he offered were, that every Man should have a Share of what was taken, reserving for himself and Owners forty Shares. Upon which Encouragement he soon increas'd his Company to a hundred and fifty five Men.

With this Company he sail'd first for Maderas, where he took in Wine and some other Necessaries; from thence he proceeded to Bonavist, one of the Cape de Verd Islands, to furnish the Ship with Salt, and from thence went immediately to St. Jago, another of the Cape de Verd Islands, in order to stock himself with Provisions. When all this was done, he bent his Course to Madagascar, the known Rendezvouz of Pyrates; in his Way he fell in with Captain Warren, Commadore of three Men of War; he acquainted them with his Design, kept them Company two or three Days, and then leaving them, made the best Way for Madagascar, where he arrived in February 1696, just nine Months from his Departure from Plymouth.



It happen'd that at this Time the Pyrate Ships were most of them out in search of Prey; so that according to the best Intelligence Captain Kid could get, there was not one of them at that Time about the Island, wherefore having spent some Time in watering his Ship, and taking in more Provisions, he thought of trying his Fortune on the Coast of Malabar, where he arrived in the Month of June following, four Months from his reaching Madagascar. Hereabouts he made an unsuccessful Cruize, touching sometimes at the Island of Mahala, sometimes at that of Joanna, betwixt Malabar and Madagascar: His Provisions were every Day wasting, and his Ship began to want Repair; wherefore, when he was at Joanna, he found Means of borrowing a Sum of Money from some French Men who had lost their Ship, but saved their Effects, and with this he purchas'd Materials for putting his Ship in good Repair.

It does not appear all this while that he had the least Design of turning Pyrate; for near Mahala and Joanna both, he met with several Indian Ships richly laden, to which he did not offer the least Violence, tho' he was strong enough to have done what he pleas'd with them; and the first Outrage or Depredation I find he committed upon Mankind, was after his repairing his Ship, and leaving Joanna; he touch'd at a Place call'd Mabbee, upon the Red Sea, where he took some Guinea Corn from the Natives, by Force.

After this he sail'd to Bab's Key, a Place upon a little Island at the Entrance of the Red Sea; here it was that he first began to open himself to his Ship's Company, and let them understand that he intended to change his Measures; for, happening to talk of the Moca Fleet which was to sail that Way, he said, We have been unsuccessful hitherto, but Courage, my Boys, we'll make our Fortunes out of this Fleet: And finding that none of them appear'd averse to it, he order'd a Boat out, well mann'd, to go upon the Coast to make Discoveries,

And finding that none of them appear'd averse to it, he order'd a Boat out, well mann'd, to go upon the Coast to make Discoveries, commanding them to take a Prisoner and bring to him, or get Intelligence any Way they could. The Boat return'd in a few Days, bringing him Word, that they saw fourteen or fifteen Ships ready to sail, some with English, some with Dutch, and some with Moorish Colours.

We cannot account for this sudden Change in his Conduct, otherwise than by supposing that he first meant well, while he had Hopes of making his Fortune by taking of Pyrates; but now, weary of ill Success, and fearing least his Owners, out of Humour at their great Expences, should dismiss him, and he should want Employment, and be mark'd out for an unlucky Man; rather, I say, than run the Hazard of Poverty, he resolv'd to do his Business one Way, since he could not do it another.

He therefore order'd a Man continually to watch at the Mast Head, least this Fleet should go by them; and about four Days after, towards Evening, it appear'd in Sight, being convoy'd by one English and one Dutch Man of War. Kid soon fell in with them, and getting into the midst of them, fir'd at a Moorish Ship which was next him; but the Men of War taking the Alarm, bore down upon Kid, and firing upon him, obliged him to sheer off, he not being strong enough to contend with them. Now he had begun Hostilities, he resolv'd to go on, and therefore he went and cruis'd along the Coast of Malabar; the first Prize he met was a small Vessel belonging to Aden, the Vessel was Moorish, and the Owners were Moorish Merchants, but the Master was an English Man, his Name was Parker. Kid forc'd him and a Portugueze that was call'd Don Antonio, which were all the Europeans on Board, to take on with them; the first he design'd as a Pilot, and the last as an Interpreter. He also used the Men very cruelly, causing them to be hoisted up by the Arms, and drubb'd with a naked Cutlash, to force them to discover whether they had Money on Board, and where it lay; but as they had neither Gold nor Silver on Board, he got nothing by his Cruelty; however, he took from them a Bale of Pepper, and a Bale of Coffee, and so let them go....



By Allen & Ginter - This file was donated to Wikimedia Commons as part of a project by the Metropolitan Museum of Art. See the Image and Data Resources Open Access Policy, CC0, <https://commons.wikimedia.org/w/index.php?curid=61133475>

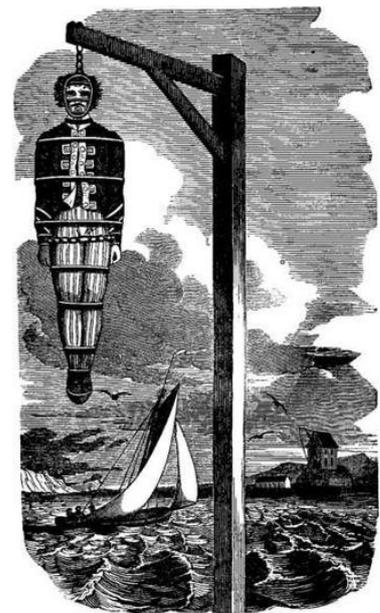
A little Time after he touch'd at Carawar, a Place upon the same Coast, where, before he arrived, the News of what he had done to the Moorish Ship had reach'd them; for some of the English Merchants there had received an Account of it from the Owners, who corresponded with them; wherefore, as soon as Kid came in, he was suspected to be the Person who committed this Pyracy; and one Mr. Harvey and Mr. Mason, two of the English Factory, came on Board and ask'd for Parker, and Antonio the Portugueze; but Kid deny'd that he knew any such Persons, having secur'd them both in a private Place in the Hold, where they were kept for seven or

eight Days, that is, till Kid sail'd from thence.

However, the Coast was alarm'd, and a Portuguese Man of War was sent out to cruize: Kid met with her, and fought her about six Hours, gallantly enough; but finding her too strong to be taken, he quitted her; for he was able to run away from her when he would: Then he went to a Place call'd Porco, where he water'd the Ship, and bought a Number of Hogs of the Natives to victual his Company.

Soon after this, he came up with a Moorish Ship, the Master whereof was a Dutch Man, call'd Schipper Mitchel, and chased her under French Colours, which they observing, hoisted French Colours too: When he came up with her, he hail'd her in French, and they having a French Man on Board, answer'd him in the same Language; upon which he order'd them to send their Boat on Board; they were oblig'd to do so, and having examin'd who they were, and from whence they came; he ask'd the French Man, who was a Passenger, if he had a French Pass for himself? The French Man gave him to understand that he had. Then he told the French Man he must pass for Captain, and by G-d, says he, you are the Captain: The French Man durst not refuse doing as he would have him: The Meaning of this was, that he would seize the Ship as fair Prize, and as if she had belong'd to French Subjects, according to a Commission he had for that Purpose; tho', one would think, after what he had already done, that he need not have Recourse to a Quibble to give his Actions a Colour.

In short, he took the Cargoe and sold it some Time after; yet still he seem'd to have some Fears upon him least these Proceedings should have a bad End; for, coming up with a Dutch Ship some Time, when his Men thought of nothing but attacking her, Kid oppos'd it; upon which a Mutiny arose, and the Majority being for taking the said Ship, and arming themselves to Man the Boat to go and seize her, he told them, such as did, never should come on Board him again; which put an End to the Design, so that he kept Company with the said Ship some Time, without offering her any Violence: However, this Dispute was the Occasion of an Accident, upon which an Indictment was afterwards grounded against Kid; for Moor, the Gunner, being one Day upon Deck, and talking with Kid about the said Dutch Ship, some Words arose betwixt them, and Moor told Kid, that he had ruin'd them all; upon which, Kid, calling him Dog, took up a Bucket and struck him with it, which breaking his Skull, he died the next Day. ...



Captain Kidd, gibbeted near Tilbury in Essex, following his execution in 1701

The Truth on't is, his Pyracies so alarmed our Merchants, that some Motions were made in Parliament, to enquire into the Commission that was given him, and the Persons who fitted him out: These Proceedings seem'd to lean a little hard upon the Lord Bellamont, who thought himself so much touch'd thereby, that he published a Justification of himself in a Pamphlet after Kid's Execution. In the mean Time, it was thought adviseable, in order to stop the Course of these Pyracies, to publish a Proclamation, offering the King's free Pardon to all such Pyrates as should voluntarily surrender themselves, whatever Pyracies they had been guilty of at any Time, before the last Day of April, 1699.—That is to say, for all Pyracies committed Eastward of the Cape of Good Hope, to the Longitude and Meridian of Socatora, and Cape Camorin. In which Proclamation, Avery and Kid were excepted by Name.

When Kid left Amboyna he knew nothing of this Proclamation, for certainly had he had Notice of his being excepted in it, he would not have been so infatuated, to run himself into the very Jaws of Danger; but relying upon his Interest with the Lord Bellamont, and fancying, that a French Pass or two he found on Board some of the Ships he took, would serve to countenance the Matter, and that Part of the Booty he got would gain him new Friends.—I say, all these Things made him flatter himself that all would be hushed, and that Justice would but wink at him.—Wherefore he sail'd directly for New-York, where he was no sooner arrived, but by the Lord Bellamont's Orders, he was secured with all his Papers and Effects. Many of his Fellow-Adventurers who had forsook him at Madagascar, came over from thence Passengers, some to New England and some to Jersey; where hearing of the King's Proclamation for pardoning of Pyrates, they surrendered themselves to the Governor of those Places: At first they were admitted to Bail, but soon after were laid in strict Confinement where they were kept for some time, till an Opportunity happened of sending them with their Captain over to England to be tried.

Accordingly a Sessions of Admiralty being held at the Old Baily, in May 1701, Captain Kid, Nicholas Churchill, James How, Robert Lumley, William Jenkins, Gabriel Loff, Hugh Parrot, Richard Barlicorn, Abel Owens, and Darby Mullins, were arraign'd for Piracy and Robbery on the High Seas, and all found guilty, except three; these were Robert Lumley, William Jenkins, and Richard Barlicorne, who proving themselves to be Apprentices to some of the Officers of the Ship, and producing their Indentures in Court, were acquitted....

As to Capt. Kid's Defence, he insisted much upon his own Innocence, and the Villany of his Men; he said, he went out in a laudable Employment, and had no Occasion, being then in good Circumstances, to go a Pyrating; that the Men often mutinied against him, and did as they pleas'd; that he was threatened to be shot in his Cabin, and that Ninety five left him at one Time, and set Fire to his Boat, so that he was disabled from bringing his Ship home, or the Prizes he took, to have them regularly condemn'd, which he said were taken by Virtue of a Commission under the Broad Seal, they having French Passes.—The Captain called one Col. Hewson to his Reputation, who gave him an extraordinary Character, and declared to the Court, that he had served under his Command, and been in two Engagements with him against the French, in which he fought as well as any Man he ever saw; that there were only Kid's Ship and his own against Monsieur du Cass, who commanded a Squadron of six Sail, and they got the better of him.—But this being several Years before the Facts mentioned in the Indictment were committed, prov'd of no manner of Service to the Prisoner on his Tryal.

As to the Friendship shewn to Culliford, a notorious Pyrate, Kid deny'd, and said, he intended to have taken him, but his Men being a Parcel of Rogues and Villains refused to stand by him, and several of them ran away from his Ship to the said Pyrate.—But the Evidence being full and particular against him, he was found guilty as before mentioned.

When Kid was asked what he had to say why Sentence should not pass against him, he answered, That he had nothing to say, but that he had been sworn against by perjured wicked People. And when Sentence was pronounced, he said, My Lord, it is a very hard Sentence. For my Part, I am the innocentest Person of them all, only I have been sworn against by perjured Persons.

Wherefore about a Week after, Capt. Kid, Nicholas Churchill, James How, Gabriel Loff, Hugh Parrot, Abel Owen, and Darby Mullins, were executed at Execution Dock, and afterwards hung up in Chains, at some Distance from each other, down the River, where their Bodies hung exposed for many Years.

OF Captain TEACH alias BLACK-BEARD

Edward Teach was a Bristol Man born, but had sailed some Time out of Jamaica in Privateers, in the late French War; yet tho' he had often distinguished himself for his uncommon Boldness and personal Courage, he was never raised to any Command, till he went a-pyrating, which I think was at the latter End of the Year 1716, when Captain Benjamin Hornigold put him into a Sloop that he had made Prize of, and with whom he continued in Consortship till a little while before Hornigold surrendered.

Page 70



Blackbeard the Pirate. B. Cole sculp.

In the Spring of the Year 1717, Teach and Hornigold sailed from Providence, for the Main of America, and took in their Way a Billop from the Havana, with 120 Barrels of Flower, as also a Sloop from Bermuda, Thurbar Master, from whom they took only some Gallons of Wine, and then let him go; and a Ship from Madera to South-Carolina, out of which they got Plunder to a considerable Value.

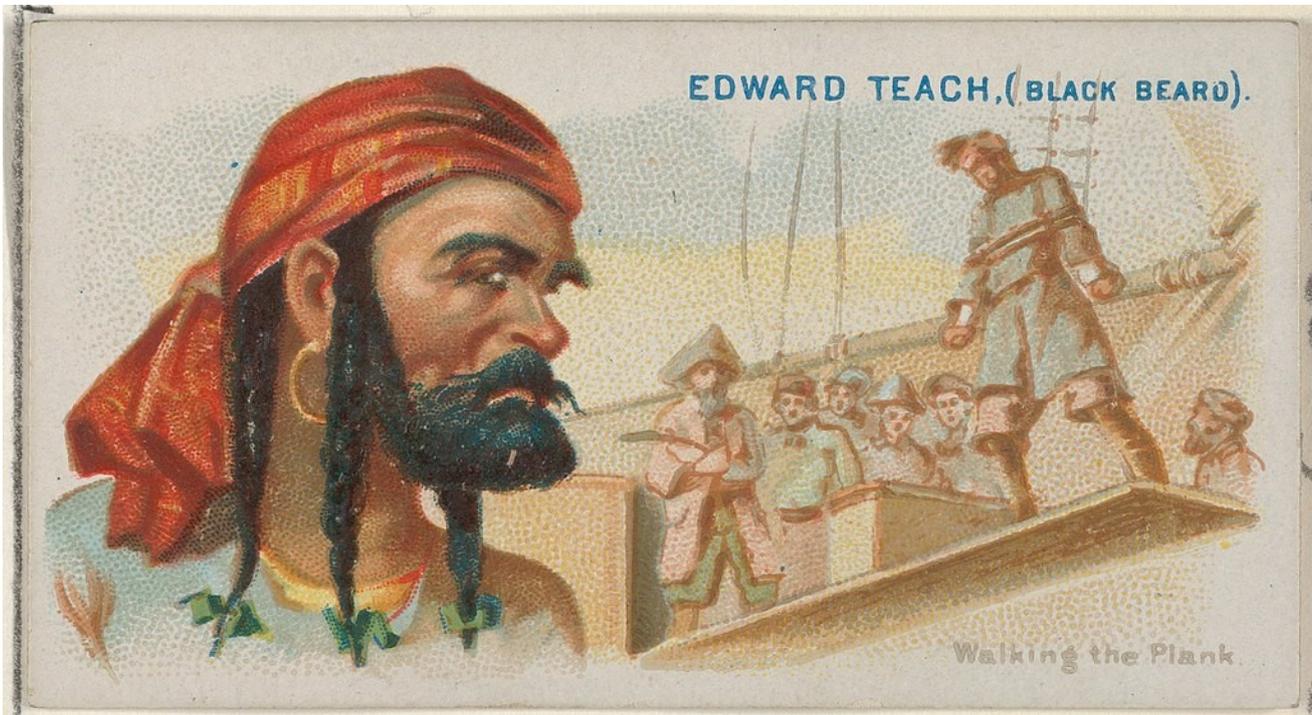
After cleaning on the Coast of Virginia, they returned to the West-Indies, and in the Latitude of 24, made Prize of a large French Guiney Man, bound to Martinico, which by Hornigold's Consent, Teach went aboard of as Captain, and took a Cruize in her; Hornigold returned with his Sloop to Providence, where, at the Arrival of Captain Rogers, the Governor, he surrendered to Mercy, pursuant to the King's Proclamation.

Aboard of this Guiney Man Teach mounted no Guns, and named her the Queen Ann's Revenge; and cruising near the Island of St. Vincent, took a large Ship, called the Great Allen, Christopher Taylor Commander; the Pyrates plundered her of what they thought fit, put all the Men ashore upon the Island above mentioned, and then set Fire to the Ship.

A few Days after, Teach fell in with the Scarborough Man of War, of 30 Guns, who engaged him for some Hours; but she finding the Pyrate well mann'd, and having tried her strength, gave over the Engagement, and returned to Barbadoes, the Place of her Station; and Teach sailed towards the Spanish America.

In his Way he met with a Pyrate Sloop of ten Guns, commanded by one Major Bonnet, lately a Gentleman of good Reputation and Estate in the Island of Barbadoes, whom he joyned; but in a few Days after, Teach, finding that Bonnet knew nothing of a maritime Life, with the Consent of his own Men, put in another Captain, one

Richards, to Command Bonnet's Sloop, and took the Major on aboard his own Ship, telling him, that as he had not been used to the Fatigues and Care of such a Post, it would be better for him to decline it, and live easy and at his Pleasure, in such a Ship as his, where he should not be obliged to perform Duty, but follow his own Inclinations.



By Allen & Ginter - This file was donated to Wikimedia Commons as part of a project by the Metropolitan Museum of Art. See the Image and Data Resources Open Access Policy, CC0, <https://commons.wikimedia.org/w/index.php?curid=61133924>

At Turniff ten Leagues short of the Bay of Honduras, the Pyrates took in fresh Water; and while they were at an Anchor there, they saw a Sloop coming in, whereupon, Richards in the Sloop called the Revenge, slipped his Cable, and run out to meet her; who upon seeing the black Flag hoisted, struck his Sail and came to, under the Stern of Teach the Commadore. She was called the Adventure, from Jamaica, David Harriot Master. They took him and his Men aboard the great Ship, and sent a Number of other Hands with Israel Hands, Master of Teach's Ship, to Man the Sloop for the pyratial Account.

The 9th of April, they weighed from Turniff, having lain there about a Week, and sailed to the Bay, where they found a Ship and four Sloops, three of the latter belonged to Jonathan Bernard, of Jamaica, and the other to Captain James; the Ship was of Boston, called the Protestant Cæsar, Captain Wyar Commander. Teach hoisted his Black Colours, and fired a Gun, upon which Captain Wyar and all his Men, left their Ship, and got ashore in their Boat. Teach's Quarter-Master, and eight of his Crew, took Possession of Wyar's Ship, and Richards secured all the Sloops, one of which they burnt out of spight to the Owner; the Protestant Cæsar they also burnt, after they had plundered her, because she belonged to Boston, where some Men had been hanged for Pyracry; and the three Sloops belonging to Bernard they let go.

From hence the Rovers sailed to Turkill, and then to the Grand Caimanes, a small Island about thirty Leagues to the Westward of Jamaica, where they took a small Turtler, and so to the Havana, and from thence to the Bahama Wrecks, and from the Bahama Wrecks, they sailed to Carolina, taking a Brigantine and two Sloops in their Way, where they lay off the Bar of Charles-Town for five or six Days.

.....Teach detained all the Ships and Prisoners, and, being in want of Medicines, resolves to demand a Chest from the Government of the Province; accordingly Richards, the Captain of the Revenge Sloop, with two or three more Pyrates, were sent up along with Mr. Marks, one of the Prisoners, whom they had taken in Clark's Ship, and very insolently made their Demands, threatning, that if they did not send immediately the Chest of Medicines, and let the Pyrate-Ambassadors return, without offering any Violence to their Persons, they would murder all their Prisoners, send up their Heads to the Governor, and set the Ships they had taken on Fire.....

...Blackbeard, (for so Teach was generally called, as we shall hereafter shew) as soon as he had received the Medicines and his Brother Rogues, let go the Ships and the Prisoners; having first taken out of them in Gold and Silver, about 1500 l. Sterling, besides Provisions and other Matters.

Before he sailed upon his Adventures, he marry'd a young Creature of about sixteen Years of Age, the Governor performing the Ceremony. As it is a Custom to marry here by a Priest, so it is there by a Magistrate; and this, I have been informed, made Teach's fourteenth Wife, whereof, about a dozen might be still living.

In June 1718, he went to Sea, upon another Expedition, and steered his Course towards Bermudas; he met with two or three English Vessels in his Way, but robbed them only of Provisions, Stores and other Necessaries, for his present Expence; but near the Island aforementioned, he fell in with two French Ships, one of them was loaden with Sugar and Cocoa, and the other light, both bound to Martinico; the Ship that had no Lading he let go, and putting all the Men of the loaded Ship aboard her, he brought home the other with her Cargo to North-Carolina, where the Governor and the Pyrates shared the Plunder. ...



The 17th of November, 1718, the Lieutenant sail'd from Kicquetan, in James River in Virginia, and, the 21st in the Evening, came to the Mouth of Okerecock Inlet, where he got Sight of the Pyrate. This Expedition was made with all imaginable Secrecy, and the Officer manag'd with all the Prudence that was necessary, stopping all Boats and Vessels he met with, in the River, from going up, and thereby preventing any Intelligence from reaching Black-Beard, and receiving at the same time an Account from them all, of the Place where the Pyrate was lurking; ...

Black-beard had heard several Reports, which happened not to be true, and so gave the less Credit to this, nor was he convinced till he saw the Sloops: Whereupon he put his Vessel in a Posture of Defence; he had no more than twenty five Men on Board, tho' he gave out to all the Vessels he spoke with, that he had 40. When he had prepared for Battle, he set down and spent the Night in drinking with the Master of a trading Sloop, who, 'twas thought, had more Business with Teach, than he should have had.

Lieutenant Maynard came to an Anchor, for the Place being shoal, and the Channel intricate, there was no getting in, where Teach lay, that Night; but in the Morning he weighed, and sent his Boat a-head of the Sloops to sound; and coming within Gun-Shot of the Pyrate, received his Fire; whereupon Maynard hoisted the King's Colours, and stood directly towards him, with the best Way that his Sails and Oars could made. Black-beard cut his Cable, and endeavoured to make a running Fight, keeping a continual Fire at his Enemies, with his Guns; Mr. Maynard not having any, kept a constant Fire with small Arms, while some of his Men laboured at their Oars. In a little Time Teach's Sloop ran a-ground, and Mr. Maynard's drawing more Water than that of the Pyrate, he could not come near him; so he anchored within half Gun-Shot of the Enemy, and, in order to lighten his Vessel, that he might run him aboard, the Lieutenant ordered all his Ballast to be thrown over-

board, and all the Water to be staved, and then weigh'd and stood for him; upon which Black-beard hail'd him in this rude Manner: *Damn you for Villains, who are you? And, from whence came you?* The Lieutenant made him Answer, *You may see by our Colours we are no Pyrates.* Black-beard bid him send his Boat on Board, that he might see who he was; but Mr. Maynard reply'd thus; *I cannot spare my Boat, but I will come aboard of you as soon as I can, with my Sloop.* Upon this, Black-beard took a Glass of Liquor, and drank to him with these Words: *Damnation seize my Soul if I give you Quarters, or take any from you.* In Answer to which, Mr. Maynard told him, That he expected no Quarters from him, nor should he give him any.

By this time Black-beard's Sloop fled, as Mr. Maynard's Sloops were rowing towards him, which being not above a Foot high in the Waste, and consequently the Men all exposed, as they came near together, (there being hitherto little or no Execution done, on either Side,) the Pyrate fired a Broadside, charged with all Manner of small Shot. —A fatal Stroke to them! The Sloop the Lieutenant was in, having twenty Men killed and wounded, and the other Sloop nine. This could not be help'd, for there being no Wind, they were oblig'd to keep to their Oars, otherwise the Pyrate would have got away from him, which, it seems, the Lieutenant was resolute to prevent.



Capture of the Pirate, Blackbeard, 1718,

After this unlucky Blow, Black-beard's Sloop fell Broadside to the Shore; Mr. Maynard's other Sloop, which was called the Ranger, fell a-stern, being, for the present, disabled; so the Lieutenant finding his own Sloop had Way, and would soon be on Board of Teach, he ordered all his Men down, for fear of another Broadside, which must have been their Destruction, and the loss of their Expedition. Mr. Maynard was the only Person that kept the Deck, except the Man

at the Helm, whom he directed to lye down snug, and the Men in the Hold were ordered to get their Pistols and their Swords ready for close fighting, and to come up at his Command; in order to which, two Ladders were placed in the Hatch-Way for the more Expedition. When the Lieutenant's Sloop boarded the other, Captain Teach's Men threw in several new fashioned sort of Grenadoes, viz. Case Bottles fill'd with Powder, and small Shot, Slugs, and Pieces of Lead or Iron, with a quick Match in the Mouth of it, which being lighted without Side, presently runs into the Bottle to the Powder, and as it is instantly thrown on Board, generally does great Execution, besides putting all the Crew into a Confusion; but by good Providence, they had not that Effect here; the Men being in the Hold, and Black-beard seeing few or no Hands aboard, told his Men, That they were all knock'd on the Head, except three or four; and therefore, says he, let's jump on Board, and cut them to Pieces.

Whereupon, under the Smoak of one of the Bottles just mentioned, Black-beard enters with fourteen Men, over the Bows of Maynard's Sloop, and were not seen by him till the Air cleared; however, he just then

gave a Signal to his Men, who all rose in an Instant, and attack'd the Pyrates with as much Bravery as ever was done upon such an Occasion: Black-beard and the Lieutenant fired the first Pistol at each other, by which the Pirate received a Wound, and then engaged with Swords, till the Lieutenant's unluckily broke, and stepping back to cock a Pistol, Black-beard, with his Cutlash, was striking at that Instant, that one of Maynard's Men gave him a terrible Wound in the Neck and Throat, by which the Lieutenant came off with a small Cut over his Fingers.

They were now closely and warmly engaged, the Lieutenant and twelve Men, against Black-beard and fourteen, till the Sea was tinctur'd with Blood round the Vessel; Black-beard received a Shot into his Body from the Pistol that Lieutenant Maynard discharg'd, yet he stood his Ground, and fought with great Fury, till he received five and twenty Wounds, and five of them by Shot. At length, as he was cocking another Pistol, having fired several before, he fell down dead; by which Time eight more out of the fourteen dropp'd, and all the rest, much wounded, jump'd over-board, and call'd out for Quarters, which was granted, tho' it was only prolonging



their Lives for a few Days. The Sloop Ranger came up, and attack'd the Men that remain'd in Black-beard's Sloop, with equal Bravery, till they likewise cry'd for Quarters.....

The Lieutenant caused Black-beard's Head to be severed from his Body, and hung up at the Bolt-sprit End, then he sailed to Bath-Town, to get Relief for his wounded Men.

OF Captain Bartho. Roberts, And his Crew

Bartholomew Roberts sailed in an honest Employ, from London aboard of the Princess, Captain Plumb Commander, of which Ship he was second Mate: He left England, November 1719, and arrived at Guiney about February following, and being at Anamaboe, taking in Slaves for the West-Indies, was taken in the said Ship by Captain Howel Davis, as mentioned in the preceeding Chapter. In the beginning he was very averse to this sort of Life, and would certainly have escaped from them, had a fair Opportunity presented it self; yet afterwards he changed his Principles, as many besides him have done upon another Element, and perhaps for the same Reason too, viz. Preferment,—and what he did not like as a private Man he could reconcile to his Conscience as a Commander. ...

But to go back to Roberts, whom we left on the Coast of Caiana, in a grievous Passion at what Kennedy and the Crew had done; and who was now projecting new Adventures with his small Company in the Sloop; but finding hitherto they had been but as a Rope of Sand, they formed a Set of Articles, to be signed and sworn to, for the better Conservation of their Society, and doing Justice to one another; excluding all Irish Men from the Benefit of it, to whom they had an implacable Aversion upon the Account of Kennedy. How indeed Roberts could think that an Oath would be obligatory, where Defiance had been given to the Laws of God and Man, I can't tell, but he thought their greatest Security lay in this, That it was every one's Interest to observe them if they were minded to keep up so abominable a Combination.

The following, is the Substance of the Articles, as taken from the Pyrates own Informations.

I.

Every Man has a Vote in Affairs of Moment; has equal Title to the fresh Provisions, or strong Liquors, at any Time seized, and use them at pleasure, unless a Scarcity (no uncommon Thing among them) make it necessary, for the good of all, to vote a Retrenchment.

II.

Every Man to be called fairly in turn, by List, on Board of Prizes, because, (over and above their proper Share,) they were on these Occasions allowed a Shift of Cloaths: But if they defrauded the Company to the Value of a Dollar, in Plate, Jewels, or Money, MAROONING was their Punishment. This was a Barbarous Custom of putting the Offender on Shore, on some desolate or uninhabited Cape or Island, with a Gun, a few Shot, a Bottle of Water, and a Bottle of Powder, to subsist with, or starve. If the Robbery was only between one another, they contented themselves with slitting the Ears and Nose of him that was Guilty, and set him on Shore, not in an uninhabited Place, but somewhere, where he was sure to encounter Hardships.

III.

No Person to Game at Cards or Dice for Money.

IV.

The Lights and Candles to be put out at eight o'Clock at Night: If any of the Crew, after that Hour, still remained inclined for Drinking, they were to do it on the open Deck; which Roberts believed would give a Check to their Debauches, for he was a sober Man himself, but found at length, that all his Endeavours to put an End to this Debauch, proved ineffectual.

V.

To keep their Piece, Pistols, and Cutlash clean, and fit for Service: In this they were extravagantly nice, endeavouring to outdo one another, in the Beauty and Richness of their Arms, giving sometimes at an Auction (at the Mast,) 30 or 40 l. a Pair, for Pistols. These were slung in Time of Service, with different coloured Ribbands, over their Shoulders, in a Way peculiar to these Fellows, in which they took great Delight.

VI.

No Boy or Woman to be allowed amongst them. If any Man were sound seducing anny of the latter Sex, and carried her to Sea, disguised, he was to suffer Death; so that when any fell into their Hands, as it chanced in the Onslow, they put a Centinel immediately over her to prevent ill Consequences from so dangerous an Instrument of Division and Quarrel; but then here lies the Roguery; they contend who shall be Centinel, which happens generally to one of the greatest Bullies, who, to secure the Lady's Virtue, will let none lye with her but himself.

VII.

To Desert the Ship, or their Quarters in Battle, was punished with Death, or Marooning.

VIII.

No striking one another on Board, but every Man's Quarrels to be ended on Shore, at Sword and Pistol, Thus; The Quarter-Master of the Ship, when the Parties will not come to any Reconciliation, accompanies them on Shore with what Assistance he thinks proper, and turns the Disputants Back to Back, at so many Paces Distance: At the Word of Command, they turn and fire immediately, (or else the Piece is knocked out of their

Hands:) If both miss, they come to their Cutlasses, and then he is declared Victor who draws the first Blood.

IX.

No Man to talk of breaking up their Way of Living, till each had shared a 1000 l. If in order to this, any Man should lose a Limb, or become a Cripple in their Service, he was to have 800 Dollars, out of the publick Stock, and for lesser Hurts, proportionably.

X.

The Captain and Quarter-Master to receive two Shares of a Prize; the Master, Boatswain, and Gunner, one Share and a half, and other Officers, one and a Quarter.

XI.

The Musicians to have Rest on the Sabbath Day, but the other six Days and Nights, none without special Favour.



Captain Bartho. Roberts with two Ships, viz. the Royal Fortune and Ranger, takes a Sail in Whydah Road on the Coast of Guiney, January 11th. 172½.

About 400 Leagues from the Coast of Africa, the Brigantine who had hitherto lived with them, in all amicable Correspondence, thought fit to take the Opportunity of a dark Night, and leave the Commadore, which leads me back to the Relation of an Accident that happened at one of the Islands of the West-Indies, where they water'd before they undertook this Voyage, which had like to have thrown their Government (such as it was) off the Hinges, and was partly the Occasion of the Separation: The Story is as follows.

Captain Roberts having been insulted by one of the drunken Crew, (whose Name I have forgot,) he, in the Heat of his Passion killed the Fellow on the Spot, which was resented by a great many others, put particularly one Jones, a brisk active young Man, who died lately in the Marshalsea, and was his Mess-Mate. This Jones was at that Time ashore a watering the Ship, but as soon as he came on Board, was told that Captain Roberts had killed his Comrade; upon which he cursed Roberts, and said, he ought to be served so himself. Roberts hearing Jones's Invective, ran to him with a Sword, and ran him into the Body; who, notwithstanding his Wound, seized the Captain, threw him over a Gun, and beat him handsomely. This Adventure put the whole Company in an Uproar, and some taking Part with the Captain, and others against him, there had like to have ensued a general Battle with one another, like my Lord Thomont's Cocks; however, the Tumult was at length appeas'd by the Mediation of the Quarter-Master; and as the Majority of the Company were of Opinion that the Dignity of the Captain, ought to be supported on Board; that it was a Post of Honour, and therefore the Person whom they thought fit to confer it on, should not be violated by any single Member; wherefore they sentenced Jones to undergo two Lashes from every one of the Company, for his Misdemeanour, which was executed upon him as soon as he was well of his Wound.

This severe Punishment did not at all convince Jones that he was in the wrong, but rather animated him to some sort of a Revenge; but not being able to do it upon Roberts's Person, on Board the Ship, he and several of his Comrades, correspond with Anstis, Captain of the Brigantine, and conspire with him and some of the principal Pyrates on Board that Vessel, to go off from the Company. What made Anstis a Malecontent, was, the Inferiority he stood in, with Respect to Roberts, who carried himself with a haughty and magisterial Air, to him and his Crew, he regarding the Brigantine only as a Tender, and, as such, left them no more than the Refuse of their Plunder. In short, Jones and his Consort go on Board of Captain Anstis, on Pretence of a Visit, and there consulting with their Brethren, they find a Majority for leaving of Roberts, and so came to a Resolution to bid a soft Farewel, as they call it, that Night, and to throw over-board whosoever should stick out; but they proved to be unanimous, and effected their Design as above-mentioned.



INTERESTED IN BECOMING A MEMBER OF THE RYA?

The Royal Yachting Association (RYA) is the national governing body for dinghy, yacht and motor cruising, all forms of sail racing, RIBs and sports boats, windsurfing and personal watercraft.

The RYA is the leading representative for those involved in boating and helps protect and advance the interests of sailors at both national and local levels. With more than 1500 affiliated clubs the RYA sets and maintains recognised standards for training for both leisure and commercial boating through a network of more than 2,400 RYA Recognised Training Centres across 58 countries. The RYA is also responsible for one of the UK's most successful Olympic medal winning sports and its coaching and development schemes actively support 800 of our country's top sailors, from talented juniors to Olympic and World champions.

Although Rye Harbour Sailing Club is an RYA affiliated club this does not mean that you are automatically a member of the RYA! The benefits of being an RYA member include access to:

specialist cruising, legal and technical boating advice from RYA in-house experts;

exclusive offers and discounts from over 80 member reward partners, from clothing, personal and boat equipment, to the latest technology, holidays and travel, insurance, magazine subscriptions and boat show tickets, helping you keep down the cost of your boating;

all the latest news and information via the RYA Magazine, website or direct to your inbox with a host of eNewsletters.

Our club is now a joining point for the RYA. If you join through us the Club will receive a financial benefit by way of commission. You can join through the Club by one of the following methods:

By completing an RYA Application form which will shortly be available at the Clubhouse and returning it to the RYA;

By Phone – by calling the RYA's Member Services team on 023 8060 4159 who will happily talk through the benefits of becoming an RYA Member. Don't forget you will need to quote the Club's Joining Point number (008101027) to ensure the Club benefits from your application.

Online at www.rya.org.uk/go/join by selecting your reason for joining as 'Joining Point' and you will then be prompted to enter the Club's joining point number.