



Full & By

The crew journal of the
barque James Craig.

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James Craig

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The opinions expressed in this journal may not necessarily be the viewpoint of the Sydney Maritime Museum, the Sydney Heritage Fleet or the crew of the James Craig or its officers.

Merchant Navy Day.

If blood was a price we had to pay for freedom then the merchant sailors, “the unsung heroes of the sea” as P. Andrews called them, paid for it in full. The Merchant Navy, as a service, has no real way of displaying its capabilities. There is no compulsory wearing of uniforms, no street parades led by fine military bands, no pomp or ceremony of any sort to attract the general public or the media. They were also denied any medical or pension benefits. Merchant seamen joined a ship voyage by voyage, their employment lasting until a return to the home port, which, could be a year or so later. All remuneration ceased when a merchant sailor’s ship was sunk. As survivors they were classed as Distressed British Seamen, or more commonly “DBS”. This was the situation until joining another vessel and facing the perils of the sea once again. In 1942 this situation was reversed with regard to Australia’s national legislation for the conduct of the war, which made all mariners, not enlisted in one of the three armed forces, subject to a range of controls and obligations:

- They were expected to serve or continue to serve without question, on merchant ships.
- Engage in all manner of war activities, carrying all types of cargo, which were frequently highly dangerous.
- Evacuating civilians from threatened areas and the transporting of service personnel to, within, and from the areas of conflict.
- Any refusal to do so was punishable.

The emphasis in this talk is on Australian merchant seamen but we must not forget the tremendous losses of the British and Allied merchant fleets. In World War II the first casualty of a merchant seaman occurred when a German U-boat sunk the liner “Athenia” off the coast of Ireland, with a resultant heavy loss of life for both crew and passengers.



Athenia Photo - Imperial War Museum

Nor should we forget that the first ship sunk in the Falklands War was the Cunard-owned container ship “Atlantic Conveyor”, which resulted in the deaths of many of the merchant seamen aboard. About a month prior to the declaration of the Falklands War I was seconded, as a Lieutenant Commander, to the Royal Navy. The unit, of 20 different personnel, was tasked with



Atlantic Conveyor Photo - Air Power Australia

identifying suitable merchant vessels, their current location, the time required for them to return to base and the time needed for them to be refitted for war. One could not forget the horrors of the Atlantic convoys which, in most cases, were unable to defend themselves, for up to a month at a time, from the relentless enemy attacks. During the Falkland’s War, 43 merchant ships were taken up from trade by the government which, as alluded to previously, would select certain merchant ships they thought would be suitable to undertake any of the required warlike activities. The ships taken up from trade were more commonly known as “stuffed”. The first of these ships in the Falkland’s War was ready within two days of the Declaration of War.

Between 1939 and 1945, in the Battle of the Atlantic, merchant ships suffered a heavy loss of life on the nightmare trips to Archangel and Mermansk. Merchant Navy crews suffered the rigors of the Arctic winter and endured continuous enemy attacks in order to ensure that essential war equipment, supplies and food stuffs got through to our Russian allies. There were also the very dangerous convoys to the small but intrepid Mediterranean Isle of Malta, on which so much of the war in the Middle East depended. Whether the ships were coming from Alexandria or by way of Gibraltar, they were under constant attack whilst trying to keep the supply lines open to that vital beleaguered garrison. In August 1942, one of the greatest sea battles of the World War II, called Operation Pedestal, was fought by 14 merchant supplies and a large fleet of naval vessels. They endured 5 days of continuous warfare, from both air and sea, in their endeavours to transport the essential supplies to Malta. Why have so many people not heard of this operation? Was it just another convoy of merchant ships? It has been estimated that in the merchant service losses amounted to 1 in 6 whereas in the combined armed forces it was 1 in 33. It is also worth noting that by comparing the total merchant seamen casualties of 8.25% wounded and 71.79% killed with the armed forces casualties of 79% wounded and 21% killed you can see the great difference and the way in which the Merchant Navy played its part in World War II. The Admiral Sir John Fieldhouse, commander-in-charge of the Falkland’s War, said “I cannot say too often, or too clearly, that without the merchant ships taken up from trade, and those remarkable seaman, this operation would not have been undertaken and I hope this

message is clearly understood by the British nation." Hopefully, young people in Australia are essentially aware, through education, about the sacrifice made by the Merchant Navy.

His Majesty King George the sixth said "the task of the Merchant Navy is no less essential to the peoples' existence, than that allotted to the Navy, Army and Air Force, and indeed none of them would be able to operate without these brave men." During World War II there were numerous enemy at-



HK Pinguin Photo - John Ryan

tacks on Australian shipping and a joint Australia/Japan research project, undertaken by the Australian War Memorial, has revealed much information specifically related to Japan's involvement in the merchant ship losses. In the Australian waters and in the Indian and South Pacific Oceans, between December 1941 and August 1943, I don't know whether people realize that, those in the Merchant Navy who sailed around the Australian coast were aware that the Australian waters had been mined by Japanese submarines in 1942, and in other areas by the German auxiliary cruisers, "Pinguin" and "Storsad" laid 4 minefields between Sydney and Newcastle, other fields off the South Australian coast, in Bass Strait and off New Zealand. Japan deployed 58 submarines, sank 186 ships, damaged 15 more and employed other unsuccessful tactics. At various times, 40 of these submarines patrolled the Australian coast and her immediate adjacent waters, making



HK Pinguin Photo - Uboat Archive

46 operational patrols, sinking 32 ships and damaging 13. As the Japanese forces moved relentlessly southwards in 1941/42, the main imperative for the Allies was the preparations for battle, the saving of civilian lives and the great logistic task of moving troops, weapons, vehicles, munitions, food, and all the other impediments of war, forward into the theatres of action and support. It may be true to say the most important road on the Earth's surface is the sea road and who controls the sea road, controls the sea.

Of the 76 merchant ships lost in Australian waters to mines, torpedoes, shelling and bombing, 29 were Australian and the Australian seamen killed on these ships numbered 349 with a further 37 dying as prisoners of war but the number of Australian merchant seamen lost on all the oceans will probably never be known. "The sailors' Valhalla is where we lie on the ocean bed watching ships pass by. Sailing in safety now through the waves, often ride over a sea-locked graves, we ask you just to remember us. No cross marks the place where now we lie, what happened is known but to us. In memoriam, the Merchant Navy."

An edited version of the talk delivered by Captain Ken Edwards on September 3, 2011, at the Mosman Memorial for All Services.

Quotation

"This chafing-gear consists of worming, parcelling, roundings, battens, and service of all kinds: rope-yarns, spun-yarns, marline, and seizing-stuffs. Taking off, putting on, and mending the chafing gear alone, upon a vessel, would find constant employment for a man or two men, during working hours, for a whole voyage."

'TWO YEARS BEFORE THE MAST'
by Richard Henry Dana (1840)

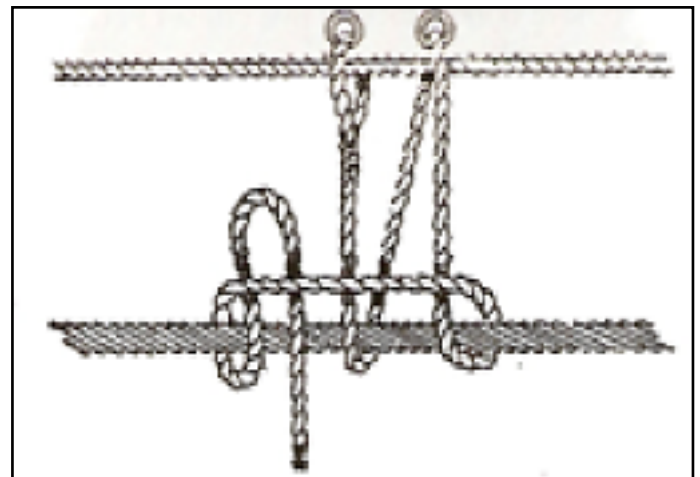
Terminology.

- A splice is put in; a hitch is made fast or taken; two ropes are bent together; a knot is put in; made or cast in a rope.
- A sailor takes a turn; he belays; he claps on a stopper; he slacks away; he casts off a line; he clears a tangle, he opens a jammed knot; he works a Turk's-head or sennet.
- The only time he actually ties is when his voyage is over he ties up to a wharf.
- When a sailor refers to the subject as a whole he always speaks of tying knots or knot tying.

(The Ashley Book of Knots)

Every square rig sailor should be able to put in decorative knots. It was, and is, a part of the art of being a square rig sailor to be able to tie them.

Once again a percentage of the crew have no idea how to tie an awning hitch.



The Awning Hitch: Note, that it incorporates a slippery hitch. Tugging the tail enables release under load - important if the awning was rigged slack and has collected water.

ADF TRAINING PHOTO-DIARY

September 2011



Photo - Gordon Blow



Photo - Gordon Blow



Photo - Gordon Blow

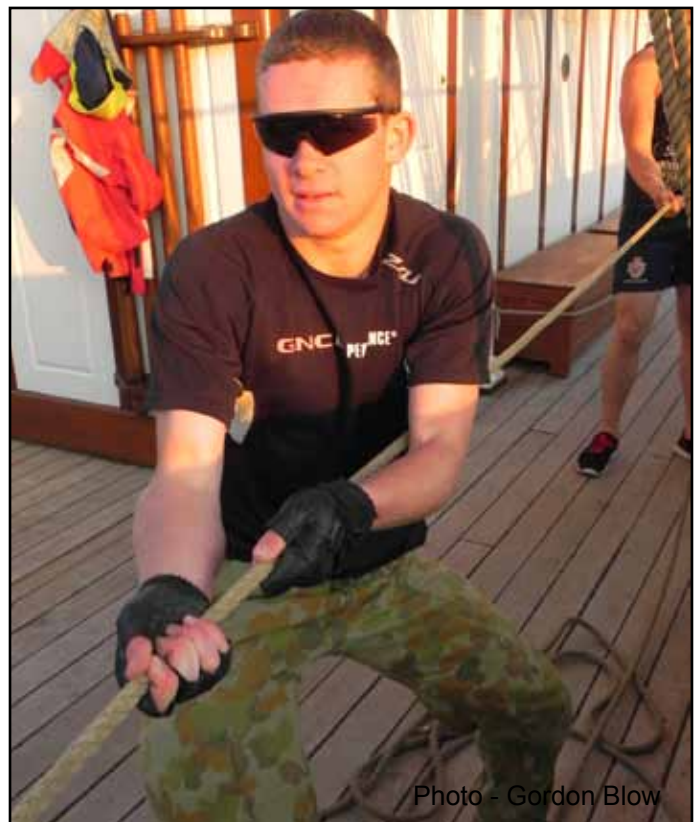


Photo - Gordon Blow



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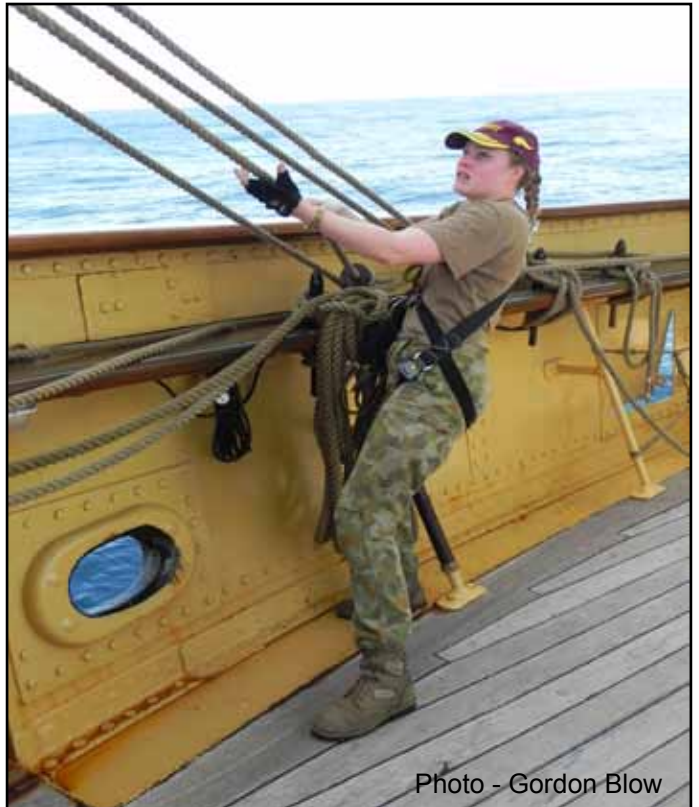


Photo - Gordon Blow



Photo - Gordon Blow



Photo - Gordon Blow

Log of the Alvei 2011.



Photo - Shelly Mould

Alvei at Savu Savu

This was my 4th winter on the Alvei. I joined her in Savu Savu, the capital of the second largest island in Fiji. Savu Savu, a sleepy, ex bêche-de-mer and sandalwood port is great for yachts and is popular with yachtsmen so it does not take much imagination to swap the numerous yachts in port for island luggers. The original Copra (coconut) shed is now the Yacht Club. I had a few days wait for the Alvei to arrive from NZ and the hotel where I stayed had just strung 12mm rope around the rails. The quality of the knotting left much to be desired so I attacked it with my Swedish Fid.



Photo - Peter Davey



Photo - Peter Davey

A Tack knot is a wall and crown knot doubled.

There was only great sailing with light winds around Fiji. We anchored off a number of 5 star resorts. During a forced overstay in Suva (engine problems) we hosted a party on the upper deck. All yachties in port were invited. This included Laura, a 15-year old Dutch girl who was half way around her solo circumnavigation of the world. She joined us for one of our legs while some visiting Netherland yachties kept an eye on her yacht. www.lauradekker.nl/English/News.html

There was a lot of media coverage before Laura set off on her solo trip and a 10-month legal battle with the Child Protection Authorities which had been preventing her departure on the grounds that it would stunt her social and emotional development. I was very impressed with Laura as she is a very competent seaman and I would expect her to complete the trip.

Peter Davey



Photo - Peter Davey

BOXING DAY SAIL 2011



Sailing on "Royalist" UK September 2011



Photo - Wikipedia

During September I crewed on the Training Ship Brig "Royalist", sailing from Plymouth to Portsmouth. Owing to an approaching low of 970 mbs our sail in the English Channel was curtailed and we had to sail at maximum speed to beat the low and arrive at the Solent (approaches to Portsmouth) at the change of tide.

Since an unfortunate accident on the "Royalist" they have introduced very strict safety requirements:

- double clips on their climbing harnesses;
- a requirement for a ship's officer to be on the tops for all climbing;
- no passing on the ratlines, tops or yards.

She is traditionally built as a Brig with modern stainless steel rigging, bottle screws and modern blocks. Even though it is an easy climb over the tops the thin stays and bottle screws make uncomfortable hand grips. I far prefer the Craig's 12mm ropes. The "Royalist" is very professionally run on semi-naval lines (she has been training Naval Cadets for over 40 years).

A new vessel is now being planned and once again O.H. and S. has intervened as an open cockpit now contravenes regulations, so a protected wheelhouse must, instead, be provided.

Peter Davey

Deck Orders

The quality of the orders on board Craig can leave a lot to be desired (especially by trainee watch leaders).

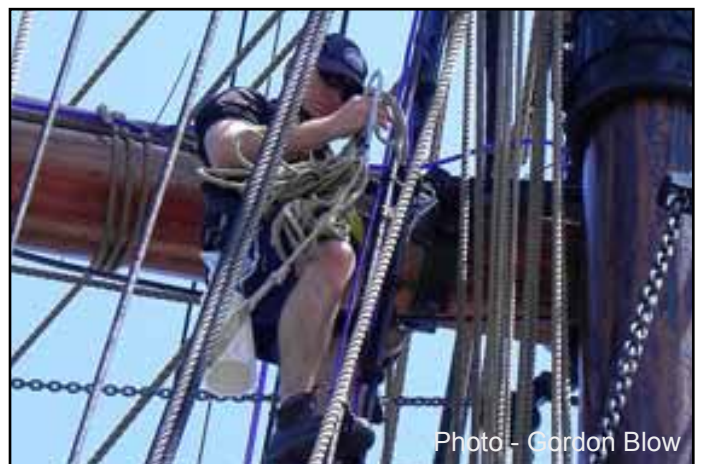
- Avast . To stop or pause in an operation.
- Back up. To reinforce, assist crew already handling a line
- Bear a hand. Generally meaning to assist.
- Board. Used when hauling taut on a course weather tack when close hauling. E.g. Board the main tack.
- Brace in. To brace in a yard so that it lays more athwartships.
- Brace to. In tacking and wearing, to brace a yard around so that the sail is marginally back, the wind marginally striking its forward side.

- Brace up. To brace a yard so that it lies close to the fore and aft line of the ship.
- Come up. For hands to drop the line they are holding, fleeting* it towards the hand at the pin.
- Ease away. Pay out a rope or tackle gradually under its own weight.
- Hand. Hand in the sail, Furl the sail.
- Hand-over-hand. To hands to haul in continuously (or let out) continuously and alternating one hand in front of the other along the rope
- Handsomely. To do something carefully and gradually. . For hands to take up the slack on a rope.
- Haul. For hands to begin heaving in a particular line.
- Heave and hold. To pull vigorously and hold onto any gain.
- Lay. Lay aloft; Hands to climb rigging, usually to furl sails. Lay allow; for hands to climb back down, to lower yards or to the deck. Lay in; when working on the yards, to move along the footropes towards the mast. Lay out. The opposite.
- Let go and haul. Given for the fore yards only to be braced around.
- Let go. Cast of a birthing line or other rope.
- Main sail haul. When the mainsail (course) is set for the main yards and are to be braced around.
- Main top sail haul. Give when the mainsail is NOT set for the main yards to be braced around.
- Make fast. Secure a line.
- Raise tacks and sheets. Given when tacking to raise the course clews, thus allowing to yard to be more easily braced around.
- Roundly. To carry out an order more quickly.
- Sharp up. Braced around as far as the yards will go.
- Sheet home. Haul on the sheets and fully extend the sail.
- Surge. Pay out a line that is around a bit, captain-warping drum, etc, when the line is under load.
- Take in. To lower or reduce sail.
- Trice up. To haul blocks or tackle out of the way and secure temporarily while performing a particular operation.
- Walk away. Haul on a rope by holding on to it and walking away with it
- Walk back. Walk back towards a pulley or tackle while holding onto it. Thus easing the load.
- Well. Equivalent to that will do. Normally the last order. E.g. Well all yards



Photo - Ewa Korczynski

NEW YEAR'S EVE 2011 PREPARATIONS



Believe It or Not: HMS Implacable.



Photo - Agenzia Bozzo

The French two-decker, 74-gun *Duguay-Trouin* was captured at Trafalgar, taken into the Royal Navy and renamed *H.M.S. Implacable*. Her subsequent fate is one of the saddest in Museum history - the *HMS Implacable*, survivor of the Battle of Trafalgar, was scuttled in 1949, 145 years after she was captured and taken into the Royal Navy. The charges were fired and she was sent to the bottom off Spithead (England) because it would have cost £25,000 to repair her wooden hull. The old veteran was, by then, the oldest warship afloat. To the strains of 'God Save the King' and 'Le Marseillaise' and flying both the White Ensign and the Tricolore she took two hours to sink. According to the World Ship Trust she was "murdered for want of funds and public awareness of her plight. She should have been restored and re-rigged for posterity" Her stern decoration and figurehead were removed and presented to the National Maritime Museum in England and have been given prominent place in the new Neptune Court.

Bob Crowe (one of our original James Craig crew) served as a cadet on her in 1944/45.



Photo - Wessex Society



Photo - Wikipedia



Photo - Wikipedia

Measurement taken from the age of the fighting sail.

Pistol shot	25 yards.
Musket shot	200 yards.
Gun shot	1000 yards.
1 glass	30 minutes.

From the days of the James Craig.#

- | | |
|--------------------------------|-------------------|
| • 2 Gallons | 1 Peck. |
| • 4 Pecks | 1 Bushel. |
| • 4 Bushels | 1 Quarter. |
| • 5 Quarters | 1 Load. |
| • 10 Quarters | 1 Last. |
| • 4 Quarts | 1 Gallon. |
| • 36 Gallons | 1 Barrel. |
| • 54 Gallons | 1 Hogshead (ale). |
| • 72 Gallons | 1 Punccheon. |
| • 40 Cubic feet of Merchandise | 1 Shipping Ton. |
| • 42 Cubic feet of Timber | 1 “ “ |
| • 42 Yards of Canvas | 1 Bolt. |
| • 112 Fathoms of Rope | 1 Coil. |
| • 128 Cubic feet Wood | 1 Cord. |
| • 42 Cubic feet of Coal | 1 Ton. |

#Source: Nicholl's Seamanship Guide 1908
 "The requirement for second mate"

- | | |
|-------------------|---|
| • 1 nautical mile | 1 degree of latitude or 6080ft. |
| • 1 league | 3 degrees of latitude. |
| • 1 cable | 200 yards of 100 fathoms.
(The length of a ship's hempen anchor cable was formerly 101 fathoms). |

• 1 knot 1 nautical mile per hour;
 Note: when you use a 28-second glass (now the accepted standard) the knots on a logline are 48 feet (8 fathoms) apart .48ft to 1 nautical mile (6080ft) is in the same proportion as 28 seconds is to 1 hour (3600 seconds) The knots were normally placed by measuring 8 arm widths (the normal arm width being 6 ft).



Photo - SHF Collection

Distance to the horizon:



Photo - John Cowie

The square root of the height above sea level by 1.17 equals the distance in nautical miles.

Seamanship Terms

- Bowsing. Hauling on a rope or fall to increase tension. The line that is used to swing out the MOB on the James Craig is the bowsing line.
- Crane lines. Foot ropes from the shrouds to the mast used to pass gaskets on the spanker and stay sails.
- Swifter. The forward shrouds on the lower masts.
- To fleet. Changing the position of a tackle (or line) by placing the blocks further apart. To move an object. Tackle can be worked in a series of stages or fleets.
- Bumpkin. Pieces of iron or timber, projecting from the vessel to secure blocks.
- Marling. Using marlin hitches to secure an object.
- Mousing. Take several turns of spun yarn or wire around the back and point of a hook. Used to prevent a hook from unhooking. It also increases the strength of the hook.

Til my soul is full on longing
 for the secret of the sea
 and the heart of the great ocean
 sounds a thrilling pulse through me.
 Longfellow's "Secret of the Sea"

Recommended web sites.

- <http://www.capehorners.org/>
- <http://www.marine-info.co.uk/>