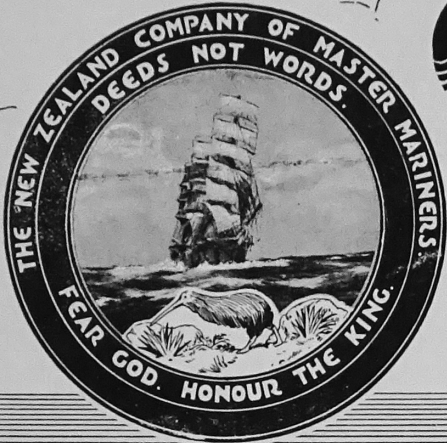
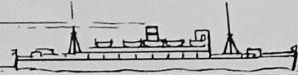


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# ON DECK



*Official Journal of the N.Z. Company of Master Mariners*

VOL. 2: No. 2.

WELLINGTON, N.Z., DECEMBER, 1938.

QUARTERLY.

The Executive of the New Zealand Company of Master Mariners desires to take this opportunity of wishing all Members and Friends the Best of Good Fortune during the coming Festive Season, with fine weather and fair winds during 1939.

# ON DECK

Official Journal of the N.Z. Company of Master Mariners.

P.O. BOX 1090, WELLINGTON.

Registered at the G.P.O., Wellington, N.Z., for transmission through the Post as a Newspaper.

VOL. 2. No. 2.

WELLINGTON, N.Z., DECEMBER, 1938.

QUARTERLY.

## The Log Book.

On Sunday, 23rd October, a special service for all seafaring people was held in St. Paul's Church, Wellington. The large church was crowded and it was pleasing to see so many of our members present. This is to be an annual function and we trust that the hymn specially written for this Company by Captain R. McK. Cliffe will be used.

Subscriptions: Will members please note that the subscription is now 20/- per annum, which includes the cost of the Magazine. The 1938-1939 fee was due last August and if not already paid please send in promptly to the Secretary, Captain P. S. Peterson, Harbour Master, Wellington.

New Members: Captain M. P. Congdon, Harbour Board, Wellington; Captain A. W. Deed, S.S. James Cook, Syney; Captain H. A. Brockett, Kinsey and Co., Ltd., Lyttelton.

The Auckland Section advise they have elected as Associate members the following:—Sir E. H. Davis, Mr. J. H. Frater, Mr. C. B. V. Wheeler.

Thanks are due to members for their co-operation in sending in articles for the Magazine. Some of these have had perforce to be held over till the next issue.

### DAVY JONES' LOCKER.

The greatest notoriety, as everybody owns,  
Of ocean swell society is Mr. Davy Jones.  
His home is at the bottom of the waters deep and blue;  
And every jolly sailor-man will tell the same to you.  
He has a mighty locker in his home beneath the brine,  
Where one day I am certain he will stow this soul of mine;

A poor old worn out sailor, but I know there's peace  
for me  
In Davy Jones's Locker at the bottom of the sea.

Davy Jones! Aye, there's something in his Locker more  
than bones!  
There's no "too old at forty" when you knock at Davy's  
door,

And no sitting on the "stringer" when you seek a job  
ashore,

There's a welcome for the sailor who has won his way  
to fame.

And the man who couldn't make it will be welcome  
just the same.

So I'm standing by the braces for the order "hard-a-  
lee."

And we tack ship for the locker at the bottom of the sea.

Old Davy keeps his "Articles" beneath the ocean's crest.  
And everyone must "sign on" when he calls them to  
their rest.

Don't think that he will miss you if you get a job ashore,  
The first salt spray that wet you marked your down  
on Davy's score,

There isn't any dole down there where all have work  
to do,

But it's pull and haul together in Davy's happy crew.  
So my running gear I've coiled, at last I will be free  
In Davy Jones's Locker at the bottom of the sea.

Davy Jones! Aye, there's something in his locker more  
than bones,

It's the home port of the sailor man who foundered in  
the gale,

And the ships reported missing will be there for him to  
sail.

I can hear young voices calling as I gaze in thought  
below,

And I know I'll meet old shipmates I lost sight of long  
ago.

Aye! and nearer ones, and dearer, will be waiting there  
for me,

In Old Davy Jones's Locker at the bottom of the sea.  
—Stanley O. Batt.

### CORRESPONDENCE.

(To the Editor.)

Dear Sir,—Is it a coincidence, or a sign of the times,  
that during last month in one of our small coastal  
companies running only three vessels, two of the masters  
were presented with daughters, one of the mates with



## ON DECK.

2

a son, one of the cooks a daughter, and the manager of the Company with a grand-daughter.

Is this, Mr. Editor, a serious attempt to heed the clarion call for a greater population or does the Company feeds its crews on any stimulating diet?—

Yours faithfully,  
"CURIOUS."

(To the Editor.)

Dear Sir,—In reading the last issue of "On Deck" I would like to know what the paragraph headed "Chemists and Social Security" means to the Company of Master Mariners?

Is the Company starting out to issue a publication of interest to pharmaceutical friends?

Yours truly,  
"G.S."

We wish to advise, in reply to "G.S." that the paragraph on Page 2 of our last issue really had nothing to do with the Annual Concert held in Wellington, although we regret to admit that some of our members need the frequent assistance of chemists and apparently that was why the printers inserted the paragraph.

THE EDITOR.

## EXTRACT OF LETTER FROM A MEMBER.

On the way down the West Coast of the South Island a most unique thing happened the vessel James Cook. After passing Stephens Island we ran into a whole gale from WSW and seeing that the vessel was not making any headway I put about and returned to shelter behind D'Urville Island. Whilst at the leeward of Stephens Island a "Williwaw" struck the vessel amidships and nearly lifted the chartroom off, at the same time taking the weather boat cover aloft and draping same round the No. 3 lee sampson post, but the thing I wish to tell you is that at the height of the swirl the standard binnacle cowl was whipped off the compass up in the air and over the side. To do this one of the little lugs which hold the cowl down was torn from the compass. This is something I would not believe myself only that I actually saw it happen. I can swear to same. May be interesting for "ON DECK."—Regards.

Yours faithfully,

A.W.D.

## NEW FORM OF TIME-SIGNALS.

Commencing on 1st June, 1938, the present form of time-signals sent out from the Dominion Observatory through the National Broadcasting Service Stations 2YA and 3YA will be replaced by a signal consisting of six dots, separated by intervals of one second, the last dot being the exact minute.

Each transmission will consist of a group of three signals at consecutive minutes, the times of transmission being as follows:—

- (1) 10h. 28m.: 10h. 29m.: 10h. 30m. a.m. daily.
- (2) 3h. 28m.: 3h. 29m.: 3h. 30m. p.m., daily.

- (3) 7h. 28m.: 7h. 29m.: 7h. 30m. p.m., daily, except Sundays.
- (4) 10h. 28m.: 10h. 29m.: 10h. 30m. p.m., daily, except Sundays.

The above times refer to New Zealand summer time during the period when summer time is in operation, and to New Zealand mean time when summer time is not in operation.

In all cases time-signals will be superimposed on the station programme.

The daily signals at 7.30 p.m. and 10.30 p.m., as well as those at 3.30 p.m. on Saturdays, Sundays, and holidays, are not under direct supervision at the Observatory, and consequently the errors of these signals are subject to rather greater variation than those of the signals which are sent under supervision. The errors of the signals sent under supervision seldom exceed a quarter of a second.

Publication affected: New Zealand Nautical Almanac and Tide-tables, page 129.

Authority: Acting Director, Dominion Observatory, 4/5/38.

## POLLUTION OF WATERS BY OIL.

The Marine Department continues to receive complaints with reference to pollution of the coast by oil which has been discharged by vessels.

These deposits have a serious and deadly effect on bird life and on many occasions a considerable number of dead and dying penguins have been observed on the coast, particularly during May, when the larger penguins are making their way southward to their rookeries. The deposits, in addition to being responsible for the death of other sea birds, have rendered many popular beaches unusable for some time.

While the discharge of oil outside territorial waters is beyond the limits of New Zealand legislation, masters will, it is felt, readily realise the effect of such discharge and take steps to ensure that no oil, or oil and water, is pumped out until the vessel is well clear of the land or is in such position that there is very little chance of such matter reaching the shore or territorial waters.

L. B. CAMPBELL, Secretary.

(M. 3/5/250.)

## IF WAR HAD BEEN DECLARED!

A good story is told concerning the German cargo steamer which, at the time of the crisis with Germany and Hitler, was on the high seas approaching Australia. The skipper himself stated that he listened in to wireless news with great anxiety, to decide on his course of action. If war had been declared he said he would have gone full speed ahead back to Germany. It is stated that he told this to the skipper of the Awatea who rejoined, "Yes, and the Awatea would have been sent after you, and believe me, we should have caught you!"

## British Shipping

CONCERN FOR FUTURE OF MERCHANT NAVY. ISSUE FOR GOVERNMENT.

Urging the appointment of a Minister of Shipping, the Council of Officers (Merchant Navy) Federation claims in a report issued recently, that the future of British merchant shipping is the most vitally important issue facing the Government.

"Neglect will constitute a crime against humanity, the punishment for which will be the desperate but unavailing wrath of 50,000,000 starving people," the report says.

While admitting that shipping—excluding the short sea trades—is in a comparatively prosperous state at present, the council regards the real state of British shipping with the utmost concern.

This country has 2000 fewer ships than in 1914 and 28 per cent. instead of 44 per cent. of the world's tonnage; 80 per cent. of the Indian-Far East trade is in the hands of the Japanese; and the liner trades in the Pacific are almost wholly lost to foreign competition.

### "DEFEATIST REMEDY."

Voluntary laying-up of ships is described as "a defeatist remedy," designed essentially to preserve profits at a time when the nation needs to preserve and increase the number of its ships and sailormen.

"If the situation were less alarming from the national point of view such a proposal could be regarded as grotesquely amusing.

"As a nation dependent on 100,000 tons of imported foodstuffs and raw materials daily, it would be suicidal to lay up a single British ship with world affairs as they are.

"It is hopeless and dangerous for British ship-owners to imagine that they can, unaided, successfully combat the organised and determined competition of nations resolved to wrest the trident from our hands. History relates few instances of sea power once lost being regained."

It would seem obvious, it is stated, that the first step really to preserve our shipping might well be to place one man—a Minister of Shipping—in a position of sole responsibility to the Government for the maintenance of British shipping in "good heart."

The council does not urge the nationalisation of shipping—"that would inevitably be a political issue, and the position is far too serious to be permitted to be one of party controversy."

### "CUT-THROAT" COMPETITION.

After remarking that shipping might ultimately find it necessary to reorganise itself, in self-preservation, into a public utility corporation, akin to the Central Electricity Board or the London Passenger Transport Board, the council states:—

"A Minister of Shipping, with Cabinet rank, would be charged with the sole duty of protecting and developing British shipping, in the nation's interest, with due regard to the interests of shipowners and of officers and men.

"The present proposed remedy of saving the in-

dustry by laying up the ships by which it lives clearly shows the need for a man, armed with the knowledge and power, to urge fundamentally curative measures.

Referring to "unorganised cut-throat competition" in the home and short sea trades, the council expresses the view that a complete reorganisation of this section is necessary.

An industry that could only endure by accepting inadequate freights and by imposing what were virtually slave conditions on its employees, must be overhauled.

### WAR WORK AND DEFENCE.

Our coastwise fleet might well be called on to perform work of the highest importance in time of war, including the effective distribution of food supplies.

The report mentions that many thousands of officers have completed the defence courses set up in association with the Admiralty.

They have readily availed themselves of the opportunity to familiarise themselves with the latest developments in the defence of merchant ships, and will "acquit themselves as valiantly, if the need arises, as they and their predecessors did in the past."

Never before, it is stated, have officers' conditions of service improved with the speed and to the extent that were evidenced during 1937.

## The Scientific Barber

When my hair profusely presses  
For expansion; and my tresses  
Grip my ears with fond carresses,  
And affectionately cling,  
To the barber with reliance  
I repair, and join his clients,  
Where professors of the science  
Understand that sort of thing.

And who treat me to discourses  
On the pedigrees of horses,  
And give tips from different sources  
With the deadbirds for the week;  
And they tell in manner fistic  
Of encounters pugilistic,  
All described in language mystic—  
And to me, proverbial Greek.

But a new hand, I might mention,  
Once allowed me his attention;  
And in tones of condescension  
I remarked "It's cold to-day."  
You'd have stunned me with a feather  
When he said "On Mars the weather  
Is far colder altogether,  
Some astronomers now say."

When he found me sympathetic  
 He took mentally-athletic,  
 Flights to other worlds planetic  
     Where he seemed to be at home  
 Then he gave me illustrations  
 Of some comet's aberrations,  
 Using weird gesticulations  
     With the scissors and the comb.

He described the sun stupendous  
 With its motive power tremendous  
 And the shoves and pulls that send us  
     Rolling round it through the year,  
 And the moon's big mountains rising  
 Up to altitude surprising,  
 And its craters, quite out-sizing,  
     Those that we exhibit here.

But the Universe—how splendid!  
 It impressed him! How extended!  
 For to find out where it ended  
     Would occasion lots of toil,

And persistency untiring—  
 But my tenure was expiring  
 And he routed me by inquiring  
     If he'd finish me off with oil.

And when the chair I vacated  
 For a parson, who had waited,  
 Then my friend and he debated  
 Also Bhuddha resurrected;  
     The Theology called "New";  
 Then Confuscious they dissected  
 But, aware of biz neglected,  
     I reluctantly withdrew.

To the boss, when I went lately,  
 I said, "Where's that man so greatly,  
 Rich in knowledge, and of stately  
     Mannered mein? Is he about?"  
 "Oh, 'e done me lots 'o 'arm, e  
 Did!" I said, "Why you alarm me!"  
 "Yairs, the mob said he was barmy,  
 So I had to kick 'im out."

## The Principle of Condensation

### INTRODUCTION.

This Bulletin is issued in the interests of research on Marine Moisture Damage in the hope that a careful study of the Principle of Condensation and its application to a ship's hold will prove of practical value to those interested in the prevention of condensation damage to cargo.

#### SECTION 1.—THE PRINCIPLE OF CONDENSATION.

##### 1. General Facts regarding Air.

The atmospheric air is a mixture of several components of which nitrogen, oxygen and water vapour are the most important. The volume of air changes with the temperature and may vary between 12 and 15 cubic feet for one pound of air.

The amount of water vapour carried in the atmosphere, though entirely invisible, is always considerable. As an illustration, an empty cargo hold of 100,000 cubic feet capacity, i.e., approximately 7000 pounds of air, contains about 20 pounds of water vapour in freezing weather and as much as 200 pounds in humid tropical weather. (N.B. 10 pounds of water equals 1 Imperial gallon).

Air can carry a certain definite amount of moisture and no more. This maximum moisture content which is called "saturation" is different for each temperature.

##### 2. Relative Humidity of Air.

It is customary to express the amount of water vapour in the air as a percentage of the amount required to saturate the air at the same temperature and to refer to it as "relative humidity."

If air is heated its relative humidity is reduced because the air can carry more moisture at higher temperatures. On the other hand if air is cooled its relative humidity is increased.

##### 3. Dew Point and Condensation.

When a mixture of air and water vapour is cooled without the removal of any moisture present, it will ultimately become saturated. The temperature at which this occurs is called the "dew point." Any further cooling will cause condensation.

##### 4. Psychrometric Chart.

The relations in air between its temperature, relative humidity and moisture content are governed by an exact natural law. Consequently the condition of a sample of air is defined if two items are known, for example, its temperature and relative humidity. These relations in air are shown in a Psychrometric Chart. A chart shows the dew point of air if its temperature and relative humidity are known. The chart also shows the behaviour of air when its temperature is suddenly changed.

##### 5. Deposit of Moisture on Cold Surfaces.

The principle of condensation can be easily studied by observing the deposit of moisture on the outside of a glass containing cold water. The cold glass reduces the temperature of the air near it and raises the relative humidity of that air to 100 per cent. The water vapour in that air then naturally condenses on the cold glass.

The conditions existing at this time may be briefly analysed in either of two ways as follows:—