Ship Engine Room Tools

The author combines his own story with those who survived the peak years of Alaskan crab fishing between 1976 and 1984 and recalls the unusual numbers of harvestable king crab that drew hundreds of men to risk the deadly waters of Alaska for a chance at being rich.

Pacific Marine Review

Bulletin of the United States Bureau of Labor Statistics

Selling to Navy Prime Contractors

No. O[ccupational]-1 - 0-89

Ship Engine-room Tools

A busy little Navy tug officiously pulled the Noumea anti-submarine nets to one side and the Albert Gallatin, with her barge in tow, moved through the gap. A mile or so away on our port side were the U.S.S. South Dakota and an assortment of cruisers and destroyers. Ship after ship could be seen in a seemingly endless anchorage that reached to the horizon. We maneuvered through these ships until both the Gallatin and her tow were clear of the net and the opening could be safely closed. Once inside, the barge cast off our cables and they were pulled up onto the Gallatin's stern. We had been told that the big heavy lift crane we had towed up from Auckland was to be used to clean debris from this harbor, to make it safer for the Naval vessels using it and increase its usable space. As soon as we were clear of the barge, we headed toward another set of nets and through them. Inside this net we began to pass more Naval vessels, all of a different type. Here were all kinds of ships crucial to operating a naval fleet far from the stateside Naval Bases. We glided past several ships encircled with small boats; with more coming and going in every direction. Their names were called out by crew members as we passed. I could only see numbers on the gray hulls. Their fleet functions became the subject of heated discussions and arguments among the onlooking "experts". Here were the Navy´s supply, ammunition, and repair ships. Next we glided past the Solace, a gleaming white hospital ship with bright red crosses painted on her sides, her rails lined with men, bandages gleaming whitely behind the shadowed rails. A few nurses were visible near the upper railings. Still we continued on, past all of these invaluable vessels. When the pilot called for the anchor, we were far closer to Noumea than any other of the ships in sight. We had been placed where we would have the best possible protection if a

Japanese attack came. We were carrying a cargo which the military brass believed to be of unmatched value. The Gallatin had loaded that valuable cargo in Auckland, New Zealand. Along with the cargo, we carried twelve passengers. The first six passengers had kept to themselves and talked only when they had to during the trip from Auckland. Those who did hear a word or two from them found those words almost invariably hasty and nasty. This six were all older men, lean and sunburned Aussies and New Zealanders. Eccentric loners, they were coming here so they could be furtively returned to their bleak stations as coast watchers. There they would again report movements of Japanese ships to the Allied Pacific Command. Most of them had yellow faces and eyeballs from the atabrine pills they took, given to everyone chronically exposed to malaria. The other six passengers were young and friendly American Army Air Force weathermen. They were bound somewhere far to the west of Noumea to establish weather stations on islands closer to the Japanese. From there they would send weather reports back to military intelligence. Both groups left the Gallatin immediately that we were anchored. The boat which took them, first discharged a group of voluble, angry, and arguing Navy and Army Officers. These were the men charged with unloading our ship. Our cargo was so eagerly awaited that as these men climbed on board the Gallatin they were already arguing about who was to be in charge of the process. Whoever became the winner in this unloading operation would have a strong hand in any following negotiations. These men had been waiting rather impatiently for us since we had left Auckland, New Zealand; for the holds of the S.S. Albert Gallatin were overflowing with twenty-four bottle cases of morale building New Zealand Waitemata beer! CHAPTER SEVEN The Beer Ship Until the arrival of The Gallatin´s shipload of beer, the policy of the South Pacific Military Commands had prohibited alcoholic beverages for enlisted men of the Army

Technical Manual

Job Family Series

The Third Voyage

The Log

United States Congressional Serial Set

In the early 1980s the author was asked to investigate the newly discovered wreck of the Xantho, an iron screw steamship active off the Australian coast during the period 1848 to

1872, and to develop a strategy to stop the looting that was occurring at the site. This relatively straightforward assignment turned into a long-term research program for applying maritime archaeology to the conservation of iron-hulled wrecks.

Biennial Report of the Adjutant General of Illinois

Submerged Cultural Resources Study

Museum, Register, Journal, and Gazette; Volume 38

Southwest Cultural Resources Center Professional Papers

Working on the Edge

Supplement to 3d ed. called Selected characteristics of occupations (physical demands, working conditions, training time) issued by Bureau of Employment Security.

Success and Failure on the SS Xantho

Surviving In the World's Most Dangerous Profession: King Crab Fishing on Alaska's HighSeas

Isle Royale National Park

The Engine-room; who Should be in It, and what They Should Do

Dictionary of Occupational Titles

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Report of the Secretary of the Navy

Mechanics Magazine

Researches

Researches of the Department of Terrestrial Magnetism

Ocean Magnetic and Electric Observations 1915-1921

This book deals with ship design and in particular with methodologies of the preliminary design of ships. The book is complemented by a basic bibliography and five appendices with useful updated charts for the selection of the main dimensions and other basic characteristics of different types of ships (Appendix A), the determination of hull form from the data of systematic hull form series (Appendix B), the detailed description of the relational method for the preliminary estimation of ship weights (Appendix C), a brief review of the historical evolution of shipbuilding science and technology from the prehistoric era to date (Appendix D) and finally a historical review of regulatory developments of ship's damage stability to date (Appendix E). The book can be used as textbook for ship design courses or as additional reading for university or college students

of naval architecture courses and related disciplines; it may also serve as a reference book for naval architects, practicing engineers of related disciplines and ship officers, who like to enter the ship design field systematically or to use practical methodologies for the estimation of ship's main dimensions and of other ship main properties and elements of ship design.

Annual Reports of the Navy Department for the Fiscal Year ...

Panama Canal Record

Biennial Report of the Adjutant General

Engineering Administration

Ship Design

This book is intended to acquaint naval engineering officers with their duties in the engineering department. Standard shipboard organizations are analyzed in connection with personnel assignments, division operations, and watch systems. Detailed descriptions are included for the administration of directives, ship's bills, damage control, training exercises, shipboard maintenance, record and report systems, supply forms, engineering readiness and preparedness, gasoline and fuel oil stowage, and shipwork and repair activities during availabilities. Information concerning the procurement, laying up, and trial of ships is also included. Moreover, illustrations are provided for explanation use.

Engineman 3

Iron and Steamship Archaeology

Also the Application of the Indicator to Marine Engines

Dictionary of Occupational Titles: Definitions of titles

Annual Report of the Chief of the Bureau of Steam-Engineering for the Year ...