

DECKHAND CREW

Instructions: (mates read aloud)

This crew packet contains important information for you to know aboard the Balclutha, and it will help you complete your project. First, read the part about your roles. The mate will assign roles to everyone in the crew. If there are not enough roles for everyone, then the mate may assign 2 people to 1 role. Once the mate assigns the roles, there is no switching, but you are allowed to help each other. Once everyone has a role, read the ENTIRE packet through once, taking turns reading aloud. After you have read through once, you can go back and re-read different sections if you need to.

Roles:

Recorder	While the crew is taking turns reading the packet out loud, the recorder is responsible for writing down important information for the presentation. The recorder should have legible handwriting, and the rest of the crew should be sure to give the recorder enough time to write things down before moving on.
Researcher	The researcher is responsible for finding new information online or in books that will help with the presentation. The researcher should come up with at least three different sources to get more information from. Once the researcher has come up with the three sources, the mate can assign some other crew members to help with the research.
Designer	The designer is responsible for the layout of the poster that will be presented to the class. He or she should come up with a theme for the poster that includes how big (or small) items will be, how many pictures to use, color scheme, and other elements of design.
Artist	The artist is responsible for either picking or drawing the images that will be displayed on the poster during the presentation. The images should fit into the theme determined by the designer.
Writer	The writer is responsible for writing one to two sentences for each image, to be displayed on the poster. These sentences should answer the Presentation Questions and should be coordinated with the images on the poster.
Presenter	The presenter is responsible for coming up with a script for the presentation. The presenter should NOT be the only person who talks during the presentation. This person will decide what can be read off the poster, what should be said that is not on the poster, and what order different people in the crew will speak in.

Presentation Questions:

1. How did ships out at sea communicate with each other historically? What about modern ships?
2. How do big ships get into port? How do they keep from drifting away once they are there?
3. How do the sailors and cargo get ashore?

Deckhand Crew Responsibilities

Deckhands must be thorough seamen, for they are responsible for many types of tasks. Deckhands, along with the Bosuns, are in charge of most tasks done "on deck". These tasks may include: flying the ensign above the ship, throwing a heaving line, setting hawsers and keeping bell time. Of course, the Captain may order additional tasks that require the skills a Deckhand possesses.

Signal Flags

When ships are out at sea, they need to communicate with each other for a number of reasons. They may want to know what port another ship is from, where they are going to, what kind of ship they are (cargo, passenger, warship?), if they have any medical supplies on board, or they may just want to see if a friend of theirs is onboard! Today, modern ships have many different ways of communicating with each other such as radio, satellite phone, and radar signals. Even with all of this technology, many ships still use the old method of communication: signal flags. There is an international system of signal flags, and each flag represents a letter or number. Most of the flags ALSO have a meaning other than the letter they represent. Sometimes it makes a lot of sense, like the "N" flag also means "No" or "Negative Response" in answer to a question. Sometimes it is a little more confusing, like the "J" flag which also means "I have dangerous cargo on board". What do you think might constitute dangerous cargo? Refer to the signal flag key at the end of this packet: can you use the code of signal flags to spell out your name? What about the school or class name?

Ensign

The ensign is a special flag that represents the ship's crew! The ensign must be finished prior to your arrival as you will have no time to work on it once you arrive. It's up to your class's imagination to create the flag's design, but we ask that there be NO PIRATE MOTIFS. The school or class name and the date are good things to include in the design. The Ensign should be:

24" tall by 36" long is an ideal flag size.

Non-Absorbent fabric is recommended.

Remember to reinforce the left side of the flag to handle the Bay winds. Grommets at the upper and lower corners of the left side are recommended. Grommet kits are available at many hardware or fabric stores.

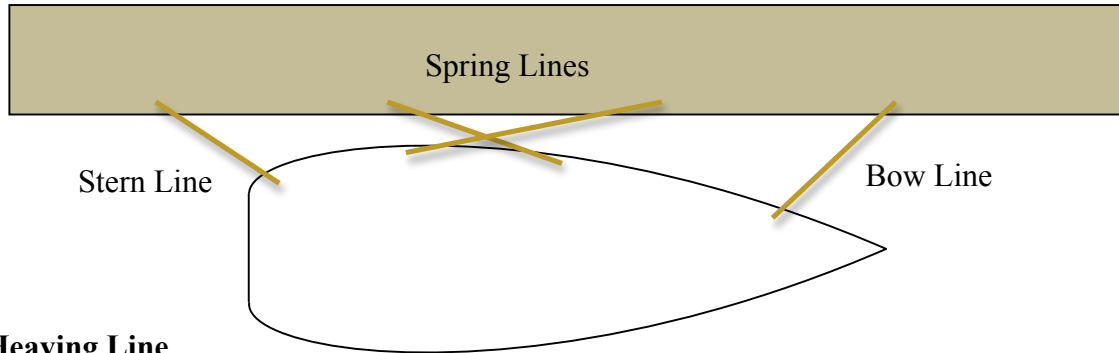
Acrylic paints and or shapes cut out of felt are ideal in creating the ensigns design.

It is best for the Teacher or a responsible adult to keep the ensign until the class arrives on the pier, that way it will not get left behind.

Hawsers

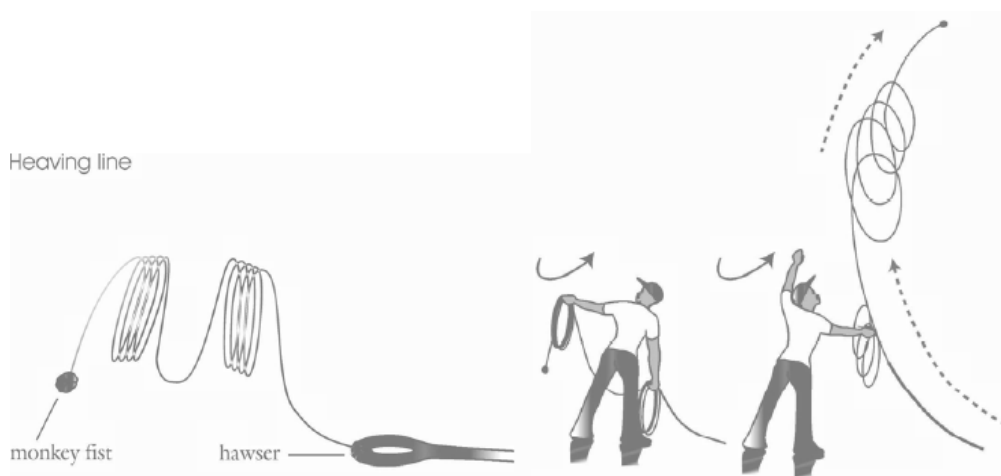
Hawsers are large, thick lines used for either securing a vessel to the dock or towing another vessel. Hawser means 'thick rope' and so sailors give hawsers more specific names depending on the exact job they have. Hawsers also vary in length depending on which part of the ship they are meant to tie to the dock. Typically there are two very long hawsers; one set at the bow, called the bow line, and one at the stern, called the stern line. A hawser set from the middle of the ship is called either a breast line or a spring line, and usually does not need to be as long as the bow and stern lines. A typical configuration is to have two spring lines that cross each other, just like

the diagram below. It is one of the jobs of the deckhands to prepare the correct lines in the correct places when a ship comes into port. Once the lines are distributed, the crew will get ready to send the lines ashore. Since the hawsers are large, they are also heavy and hard to throw. For this reason, sailors use heaving lines to get the hawsers across to shore.



Heaving Line

A Heaving line is a long, thin line with a heavy knot at the end called a monkey's fist. This line is used for throwing to the dock or another boat when you need to pass a line across that is too heavy to throw. The first step to throwing a heaving line is to hitch the bitter end of the heaving line to a stationary part of the vessel. This will ensure that both ends of the line are not thrown over and the heaving line lost at sea. Once the line is secure, two neat coils are made in a clockwise manner. NEVER WRAP THE LINE AROUND YOUR ELBOW OR OTHER BODY PART. Other lads can be sent to the shore in order to catch the heaving line as it hits the dock. The person throwing the line holds one coil in each hand with the monkey's fist coil in their throwing hand. Move to the closest point to the dock and heave the line in a smooth arcing motion towards the dock WITH BOTH HANDS. Once the heaving line reaches the other side, untie the bitter end of the heaving line and bend it to the eye of the hawser using a heaving line bend or bowline (not a square knot). At this point, part of the crew must go ashore to haul and part of the crew stays aboard to slack on the hawser. Once the eye splice reaches the pier, untie the heaving line from the eye splice and secure it to the bollard or cleat. On board the crew will haul any slack from the line (leaving enough slack in the line to allow for the changing tides) and, using a figure-eight pattern, secure the bitter end of the hawser to the vessel.



INTERNATIONAL CODE OF SIGNALS

FOR VISUAL, SOUND AND RADIO COMMUNICATIONS



	A	Alfa	I have a diver down; keep well clear at slow speed.
	B	Bravo	I am taking in, discharging, or carrying dangerous cargo.
	C	Charlie	"Yes" or "Affirmative".
	D	Delta	Keep clear of me; I am maneuvering with difficulty.
	E	Echo	I am altering my course to starboard.
	F	Foxtrot	I am disabled; communicate with me.
	G	Golf	I require a pilot.
	H	Hotel	I have a pilot on board.
	I	India	I am altering my course to port.
	J	Juliet	I am on fire and have dangerous cargo; keep clear.
	K	Kilo	I wish to communicate with you.
	L	Lima	You should stop your vessel immediately.
	M	Mike	My vessel is stopped and making no way.
	N	November	"No" or "Negative".
	O	Oscar	Man overboard.
	P	Papa	All personnel return to ship as we are about to proceed to sea.
	Q	Quebec	Ship meets health regulations; request clearance into port.
	R	Romeo	Preparing to replenish at sea.
	S	Sierra	Moving astern.
	T	Tango	Keep clear; engaged in trawling.
	U	Uniform	You are running into danger.
	V	Victor	I require assistance.
	W	Whiskey	I require medical assistance.
	X	Xray	Stop carrying out your intentions and watch for my signals.
	Y	Yankee	I am dragging my anchor.
	Z	Zulu	I require a tug.

VOCABULARY

Aft –the direction towards the stern of a vessel

Bell time -time kept by ringing a series of bells every half hour

Bend -attach or tie

Bitter end -the inboard end of a line

Bollard -single or double steel posts secured to the pier and used for mooring vessels

Bow -the forward end of the vessel

Breast line -a mooring line at a 90 degree angle to the keel, set abreast of the vessel

Cleat -a piece of wood or metal with 2 horns used for belaying (tying) lines

Ensign -a national, maritime, or nautical flag

Eye or Eyesplice (on a line) –a permanent loop at the end of a line

Flag halyard -the line used to raise and lower the flag

Foredeck -the raised deck at the bow of the vessel

Forward - direction towards the bow of a ship

Hawser -a line with a diameter of 2 1/2 inches or more

Heaving line -a light weight "messenger" line with a monkey's fist knot at the end

Lead line -consists of a hemp line, a 7 lb lead weight at the end and fathom marks used in finding the depth of the water

Line station -where a line is secure to the vessel

Spring line -a mooring line at less than a 90 degree angle to the keel

Stern -the back end, of a vessel