

Organization and routine are "Navy" as far as it is practical. The ship's company is divided into three watches, each under its Officer and P.O. Thus each cadet spends one watch on duty and two "below". The officer-of-the-watch is responsible for handling the ship and organizes his men to do this most efficiently. He may also have to do the navigation during his watch, although he may be assisted in this by a sailing master. This gentleman may, as well, direct the handling of sail although he does not command the watch directly but acts through the Watch Officer.

The real benefit received by the cadet comes from his being a working member of a windjammer's crew. He stands his watch, day or night; does his share of the dangerous and exciting work aloft whatever the weather, stands his trick at the wheel, and has his cleaning and routine duties to perform. He must learn to live at close quarters with his fellows. Then too, he must largely make his own entertainment. There is no T.V. and private radios are discouraged. The ship has a small library of good books to encourage reading. Since mother is far away, the cadet has to do his own laundering and mending. Life aboard such a vessel is a good teacher.

An active program of seamanship training is superimposed upon the normal business of handling the ship. When possible, cruises are of at least 15 days duration during which every conceivable evolution is undertaken. The use of the engine is considered quite unsporting. So the ship must be warped out to the end of the jetty by boy power, the sails set and the last lines slipped. Each wind direction calls for a different technique. Early in the cruise cadets must learn every sail and line — sail drill is very much in order. Boats are put over, kedges laid out and, on occasion, the becalmed vessel is even taken in tow by the boats — three 11' dories! Competitions, watch against watch, in making sail, reefing and other evolutions may be organized. Knotting and splicing are taught.

By the end of the cruise the "able seamen" can "reef, hand and steer" like a Cape Horn veteran — at least he feels so.

A graduated scale of rates has evolved which, it is hoped, will be quite formalized with certificates by the summer of 1964. Each advancement requires an additional training period of at least 15 days and a practical examination to qualify. The "able seaman" must know his duties thoroughly, the "leading seaman" be even better skilled, as well as demonstrate leadership ability, while the "Petty Officer" must be thoroughly competent at handling the ship with his Watch under any