

**NAVIGATION: A SHORT COURSE,
EXPLAINING THE PRINCIPAL
PROBLEMS MET WITH IN
ORDINARY, EVERYDAY WORK
AT SEA**

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Navigation: A Short Course, Explaining the Principal Problems Met with in Ordinary, Everyday Work at Sea by Frank Seymour Hastings

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A SHORT COURSE

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EVERYDAY WORK
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BY


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EX-COMMODORE BRAWANHAKE COBENTHIAN YACHT CLUB



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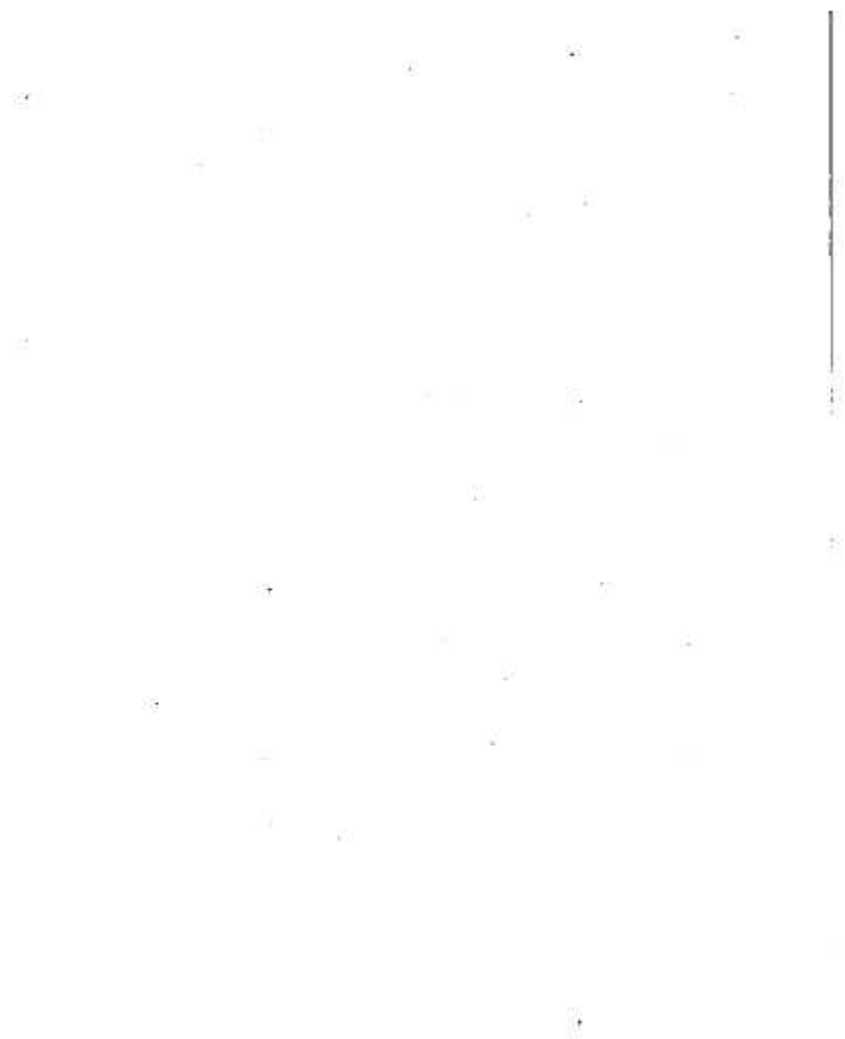
To
COMMODORE E. C. BENEDICT

VETERAN YACHTSMAN

Whose yachting record of 400,000 miles has made him preëminent among deep sea yachtsmen. A royal host, who has given pleasure to so many friends; to him, by one of his frequent guests and many admirers, this book is dedicated in affectionate and grateful memory.

THE AUTHOR.

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AUTHOR'S PREFACE

THE scarcity of navigators in the present national emergency is little known and very little appreciated. It has been proposed to build upward of one thousand ships in the immediate future. These would require a thousand captains and two or three thousand mates. Where are they to be found? In the various branches of the naval service there are already enlisted about 35,000 young men, a large number of whom are anxious to learn navigation. Nautical schools are very few, competent teachers are very scarce, and the facilities for acquiring a knowledge of navigation are entirely inadequate to our present needs. The present course in the navy, and even the shorter courses given in the nautical schools and colleges, are all too long to meet the exigencies of the present conditions. This is because a great deal is taught in these courses that is not absolutely essential to make a practical navigator. The all-important ques-

tion, therefore, is, What is the minimum course to fit a man to assume the duties of ensign, or second or third mate, and after having attained either of those positions, to continue his studies while at sea, and so prepare himself for advancement to the successive higher grades?

The author, as a result of many years of practical experience in practical navigation on the North Atlantic, the Mediterranean, along our North Atlantic coast, and in the West Indies, has formulated a short course in navigation which has had the unqualified approval of a number of naval officers and experienced navigators of the highest authority, who agree that the knowledge of the various methods and problems embraced in this brief treatise would qualify a man, acting as sole navigator, to take a ship to any part of the world.

In acquiring the knowledge and practical experience which come only from doing the actual work at sea, the author gratefully acknowledges himself indebted to the various eminent commanders who have extended to him the courtesies of bridge and chartroom while working with the officers during frequent trans-

atlantic and other voyages. Conspicuous among these men have been the late Captain Horatio Mackay, formerly Commodore of the Cunard Line; the late Captain Albers, formerly Commodore of the Hamburg-American Line, who steered the *Deutschland* with her engines some 500 miles after losing her rudder, and then dropped dead on the bridge just as he brought the ship safely to her destination; Captain _____ of the *Persia*, who was commodore of the famous P. and O. Line, while on a trip from India to London; and Captain Charles Polack, that past grand master in the science of navigation, who, as commander of the North German Lloyds ship *Kronprinzessin Cecilie* at the outbreak of the present war, turned his ship in mid-ocean and brought her safely into Bar Harbor on the Maine coast with her precious load of gold. The author's first acquaintance with Captain Polack was on the old *Werra* on a Mediterranean trip some seventeen years ago. His great skill as a navigator, his broad experience in and knowledge of so many other subjects, his uniform courtesy and charm of manner, have combined to place him among the