

1: Things To Do While In Port - Virgin Islands

Summary of Part VI of the poem The Rime of the Ancient Mariner. Line-by-line analysis. All the dead men who came back to life to sail the ship go back to being.

The suicidal prisoner links himself with Ermes with his Highway to Hell , reflecting any damage done to him to Ermes so they can die both. New wounds warn Ermes that McQueen is trying to kill himself again. Jolyne and Ermes notice that there are six of them, meaning an enemy infiltrated their group. Their supervisor is killed and dragged away. Jolyne and Ermes have to find the hidden enemy. Sentient plankton colony Foo Fighters shortened to F. F, since it was coerced into obeying Whitesnake , and F. Jolyne , Ermes and F. Jolyne wagers another ball, but the free time has ended. They agree to meet in the prison courtyard. Jolyne then meets with Emporio and Stand User Weather Report , who can manipulate the atmosphere and various weather phenomena. They are tailed by Lang Rangler who spits on Jolyne. Floating and the atmosphere going away from her, Jolyne calls Weather for help. The two Stand users bring the fight to the factory Jolyne has to cross to reach the courtyard, and they have to fight in zero gravity and airless conditions. Jolyne and Weather defeat Lang Rangler but Weather is too wounded to carry on. Pucci has no choice but to hide his true identity and let Jolyne pass. However in the courtyard, Jolyne is shot by a guard Whitesnake brainwashed. Jolyne is incapacitated and loses the Stand Disk, but Weather causes a rain of poisonous frog so Jolyne can escape. Jolyne tries to guard herself from the frogs but is apparently overwhelmed. Ermes has found him and tailed him to look for the best moment to take her revenge. Ermes successfully kills Sports Maxx in his animal stuffing room, but is attacked by the invisible spectres of various stuffed animals. The three women follow Sports Maxx up to a graveyard and are surrounded by numerous zombies. Ermes successfully baits Sports Maxx into giving the finishing blow in a predictable place and time and kills him for good, but is gravely wounded in the process. Ultra Security Solitary Jolyne is brought to the punishment ward due to having caused much trouble, and stoically endures the harsh conditions inside.

2: Starship | Wookieepedia | FANDOM powered by Wikia

The ship is seriously shorthanded, so they make for the nearest port and cast anchor. Squire Trelawney, Livesey, and Jim go ashore, and when they return at daybreak, Ben Gunn confesses that he has helped Silver to escape.

Though it was always nice to be able to step off the ship and onto dry land, there were plenty of reasons why crew members wanted to stay onboard. After all, as a Disney Cruise Line crew member, the Wonder or Magic is literally your home for six months, and your fellow crew members become your extended family. Just like cruise line guests are excited and eager to enjoy the deck parties, cocktail evenings and other occasions to have fun and celebrate, the crew members are anxious for events of their own. Some guests are aware of the Disney Cruise Line crew member pool which is located at the bow of the ship. You might have seen it from the guest decks and wondered, "How do I get to that pool? The crew pool is literally one of the few places where crew members can just hang out and be themselves, without fear of acting improperly in front of guests. During the day, crew members can work on their tan, take a swim, or just socialize in the open air and sunshine. At night, the crew pool transforms itself into party central. This is where the crew members gather to have drinks, talk about their day and socialize. Crew parties last until the wee hours of the night, and sometimes they actually have a theme, like a costume night. When it was raining or the winds were just too rough, crew parties were held inside. There was one common crew area, beside the crew mess, where many crew activities took place. It was generally just a meeting room, filled with seats and booths. This is where we had crew training during our orientation onboard the ship. However, at night, crew members gather here to watch movies, have impromptu parties and generally just gather with friends. Since crew rooms are so small and there are few places available anywhere on the ship where crew members can congregate outside of guest contact, these were essentially the places to be seen. Occasionally, crew members were allowed to "take over" guest areas. We were also fortunate to be able to take over the Spa late one night. At that point, a full size shower was definitely a luxury experience. For hair cuts and personal grooming supplies, most crew members tried to get to Wal-Mart, Walgreens or the mall when we were in our home port. Thankfully, there is a transportation service just for crew members that allowed us to get into the city and run our errands without needing to hire a taxi. The crew buses service all cruise lines, and are essentially shuttle buses that have scheduled pick up times at the most popular spots that crew members frequent. Without the crew shuttles, it would have been much more difficult to get into town since very few crew members have cars. Time in port is also when crew members try to get in contact with their family. Since most crew members are not from the U. Have you ever noticed the lines of crew members standing around pay phones at ports of call? This is the only time that we were able to really talk to our families, and the nuances of trying to use international calling cards are extremely frustrating. Remember, we have very little time off the ship so being patient and trying to figure out the phones while the time clock is ticking is extremely annoying. I was reduced to tears more than once just trying to get a phone call to go through to my family in the U. I never did succeed. Of course, if you have a cell phone you can use it while in port in theory. I walked the decks endlessly trying to get a signal. So, in order to stay in touch with my family and hear their voices, I either had to take a crew shuttle into town so I could get phone reception and call them around 7 or 8 a. Staying in touch with family members is one of the hardest parts about working onboard a cruise line. For more information, to read an excerpt, and to sign up for a monthly newsletter featuring Disney-themed activities, visit www.

3: Friday the 13th (franchise) - Wikipedia

One standing criticism was the lack of air conditioning, especially in a ship having to go through the tropics. Owing to a variation in requirements with every voyage it was recommended that a hospital ship should have six or more small rooms whose special purpose could be determined during each voyage, e.g., for plaster room, laboratory.

History[edit] The concept is closely related to another protocol from the nineteenth century, " women and children first. Social and legal responsibility[edit] The idiom literally means that a captain will be the last person to leave a ship alive before its sinking or utter destruction, and if unable to evacuate the crew and passengers, the captain will not save himself even if he can. So even if a captain abandons his ship in distress, he is generally responsible for it in his absence and would be compelled to return to the ship until danger to the vessel has relented. If a naval captain evacuates a vessel in wartime, it may be considered a capital offence similar to desertion unless he subsequently returns to the ship at his first opportunity to prevent its capture and rescue the crew. Abandoning a ship in distress may be considered a crime that can lead to imprisonment. Abandoning ship is a maritime crime that has been on the books for centuries in Spain, Greece and Italy. It is not illegal under international maritime law. Two people died, including Captain Walbridge, after the ship lost generator power and flooded. Captain Luce regained the surface after initially going down with the ship. He was rescued two days later drifting on wreckage of the same paddle-wheel box that killed his youngest son Willie. William Lewis Herndon was in command of the commercial mail steamer Central America when it encountered a hurricane. Two ships came to the rescue, but could only save a fraction of the passengers, so Captain Herndon chose to remain with the rest. Commander Takeo Hirose , in command of the blockship Fukui Maru at the Battle of Port Arthur , went down with the ship while searching for survivors, after the ship sustained a direct strike from Russian coastal artillery, causing it to explode. Admiral Stepan Makarov of the Imperial Russian Navy went down with his ship, the Petropavlovsk , after his ship hit a Japanese naval mine during the early phase of the Siege of Port Arthur. When the Italian steamer Pietro Maroncelli was torpedoed by the German submarine UB 49 and started to sink, Italian Rear Admiral Giovanni Viglione, who was on board as the convoy commodore, ordered all the survivors into the lifeboats, then chose to stay aboard and to go down with the ship. Her captain, Edward Coverley Kennedy , despite being hopelessly outgunned, ordered an attack. He went down with his ship. When Italian submarine Console Generale Liuzzi was forced to surface by British destroyers in the Mediterranean , her commanding officer, Lieutenant Commander Lorenzo Bezzi, ordered his crew to abandon ship and then scuttled the submarine, going down with it. Her commanding officer, Lieutenant Commander Costantino Borsini , chose to go down with his ship; seaman Vincenzo Ciaravolo, his attendant, chose to follow him. The convoy consisted of 38 merchant ships escorted by HMS Jervis Bay , an ocean liner newly armed with guns of s design. Her captain, Edward Fegen VC , signalled the convoy to scatter, and attacked the enemy. Jervis Bay was hopelessly outranged and outgunned, and was sunk; her captain and many of her crew went down with her. The sacrifice bought enough time for 31 of the convoy to make it to safety. Only three people survived the disaster. One of the survivors, Ted Briggs , said in interviews after the sinking that Admiral Holland was last seen sitting in his chair, making no attempt to escape from the sinking ship. Captain Ernst Lindemann of the Bismarck was said to be with his combat messenger, a leading seaman, and apparently trying to persuade his messenger to save himself. As the ship turned over, the two stood briefly to attention, then Lindemann and his messenger saluted. As the ship rolled to port, the messenger fell into the water. Lindemann continued his salute while clinging to the flagmast, going down with the ship. Part of the crew was rescued before the sinking, but the Dutch admiral chose to go down with the ship. Rear Admiral Tamon Yamaguchi , on board the aircraft carrier Hiryu , insisted on staying with the stricken ship during the Battle of Midway. Two men had been shot dead; Gilmore and two others were wounded. After all others had entered the sub and Gilmore found that time was critically short, he gave his last order: Commander Gilmore, who was never seen again, received the Medal of Honor posthumously for his "distinguished gallantry," making him the second submariner to receive this award. Cromwell went down on the sinking sub USS Sculpin. Admiral Inoguchi Toshihira [17] chose to go down with the Japanese battleship

Musashi , during the Battle of Leyte Gulf , even though he could have escaped. He refused to be rescued when the Chiriqui, a merchant vessel under his command, sank in the Caribbean Sea not far from Barranquilla. At least members of the crew died in the sinking, which reportedly took two minutes. Fourteen crew members who made it to liferafts survived. Counter-examples[edit] In some cases the captain may choose to scuttle the ship and escape danger rather than die as it sinks. Commodities and war material carried as cargo might also need to be destroyed to prevent capture by the opposing side. In other cases a captain may decide to save himself to the detriment of his crew, the vessel, or its mission. A decision that shirks the responsibilities of the command of a vessel will usually bring upon the captain a legal, criminal, or social penalty, with military commanders often facing dishonor. Between and people died when the ship sank. McVay III managed to survive in shark-infested waters for three days before the survivors were discovered, and later became the only captain in the history of the U. Navy to face court-martial for his ship being sunk by enemy action. He committed suicide on November 6, , and was cleared of wrongdoing by the Secretary of the Navy in Captain Yiannis Avranas of the cruise ship MTS Oceanos abandoned ship without informing passengers that the ship was sinking. A Greek board of inquiry found Avranas and four officers negligent in their handling of the disaster. Captain Francesco Schettino abandoned ship during the Costa Concordia disaster. Schettino was sentenced to 16 years in prison for his role in the disaster. The captain and much of the crew were saved, while hundreds of students from Danwon High School embarked for their trip remained in their cabins, according to instructions provided by the crew. Following this incident, the captain was arrested and put on trial beginning in early June , when video footage filmed by some survivors and news broadcasters showed him being rescued by a coast guard vessel. Orders to abandon ship never came, and the vessel sank with all life rafts still in their stowage position. The captain was subsequently sentenced to 36 years in prison for his role in the deaths of the passengers, and was also given a life sentence, after being found guilty of murder of the passengers that did not survive. The Chinese captain of the river cruise ship Dong Fang Zhi Xing left the ship before most passengers were rescued. On June 13, deaths were confirmed with 12 rescued among on board. It is common for references to be made in the case of the military and when leadership during the situation is clear. The airplane sank a few minutes after this photo was taken. The concept has been explicitly extended in law to the pilot in command of an aircraft, in the form of laws stating that he "[has] final authority and responsibility for the operation and safety of the flight. This is particularly relevant when an aircraft is forced to ditch in the ocean and becomes a floating vessel that will almost certainly sink. For example, following the crash of US Airways Flight into the Hudson River , pilot Chesley Sullenberger was the last person to exit the partially-submerged aircraft, and performed a final check for any others on board before doing so. The airliner broke apart when one of its wings collided with a wave swell. Airline Captain Richard N. In academia[edit] After a major scandal at Baylor University , the university fired President Kenneth Starr and appointed him chancellor. A week later, Starr resigned as chancellor and "willingly accepted responsibility" for the actions of Baylor that "clearly fell short.

The water rumbles and whirls and the ship goes down like lead, but the Mariner is saved in the Pilot 's boat. When the boat begins spinning in the whirlpool caused by the sinking ship, the Mariner begins to speak, causing the Pilot, the Pilot's Boy, and the Hermit to fall into fits and go crazy, since they believed the Mariner to be dead.

It is an ancient Mariner, And he stoppeth one of three. He holds him with his glittering eye— The Wedding-Guest stood still, And listens like a three years child: The Mariner hath his will. The Wedding-Guest sat on a stone: He cannot chuse but hear; And thus spake on that ancient man, The bright-eyed Mariner. The ship was cheered, the harbour cleared, Merrily did we drop Below the kirk, below the hill, Below the light-house top. The Sun came up upon the left, Out of the sea came he! And he shone bright, and on the right Went down into the sea. Higher and higher every day, Till over the mast at noon— The Wedding-Guest here beat his breast, For he heard the loud bassoon. The bride hath paced into the hall, Red as a rose is she; Nodding their heads before her goes The merry minstrelsy. The Wedding-Guest he beat his breast, Yet he cannot chuse but hear; And thus spake on that ancient man, The bright-eyed Mariner. With sloping masts and dipping prow, As who pursued with yell and blow Still treads the shadow of his foe And forward bends his head, The ship drove fast, loud roared the blast, And southward aye we fled. And now there came both mist and snow, And it grew wondrous cold: And ice, mast-high, came floating by, As green as emerald. And through the drifts the snowy clifts Did send a dismal sheen: Nor shapes of men nor beasts we ken— The ice was all between. The ice was here, the ice was there, The ice was all around: It cracked and growled, and roared and howled, Like noises in a swound! At length did cross an Albatross: The ice did split with a thunder-fit; The helmsman steered us through! In mist or cloud, on mast or shroud, It perched for vespers nine; Whiles all the night, through fog-smoke white, Glimmered the white Moon-shine. From the fiends, that plague thee thus! The Sun now rose upon the right: Out of the sea came he, Still hid in mist, and on the left Went down into the sea. For all averred, I had killed the bird That made the breeze to blow. Then all averred, I had killed the bird That brought the fog and mist. The fair breeze blew, the white foam flew, The furrow followed free: We were the first that ever burst Into that silent sea. All in a hot and copper sky, The bloody Sun, at noon, Right up above the mast did stand, No bigger than the Moon. Day after day, day after day, We stuck, nor breath nor motion; As idle as a painted ship Upon a painted ocean. Water, water, every where, And all the boards did shrink; Water, water, every where, Nor any drop to drink. The very deep did rot: That ever this should be! Yea, slimy things did crawl with legs Upon the slimy sea. And some in dreams assured were Of the spirit that plagued us so: Nine fathom deep he had followed us From the land of mist and snow. And every tongue, through utter drought, Was withered at the root; We could not speak, no more than if We had been choked with soot. Instead of the cross, the Albatross About my neck was hung. There passed a weary time. Each throat Was parched, and glazed each eye. How glazed each weary eye, When looking westward, I beheld A something in the sky. At first it seemed a little speck, And then it seemed a mist: It moved and moved, and took at last A certain shape, I wist. A speck, a mist, a shape, I wist! And still it neared and neared: As if it dodged a water-sprite, It plunged and tacked and veered. With throats unslaked, with black lips baked, We could not laugh nor wail; Through utter drought all dumb we stood! I bit my arm, I sucked the blood, And cried, A sail! With throats unslaked, with black lips baked, Agape they heard me call: I cried she tacks no more! Hither to work us weal; Without a breeze, without a tide, She steadies with upright keel! The western wave was all a-flame The day was well nigh done! Almost upon the western wave Rested the broad bright Sun; When that strange shape drove suddenly Betwixt us and the Sun. As if through a dungeon-grate he peered, With broad and burning face. Are those her sails that glance in the Sun, Like restless gossameres! Are those her ribs through which the Sun Did peer, as through a grate? And is that Woman all her crew? Her lips were red, her looks were free, Her locks were yellow as gold: The naked hulk alongside came, And the twain were casting dice; "The game is done! Off shot the spectre-bark. We listened and looked sideways up! Fear at my heart, as at a cup, My life-blood seemed to sip! One after one, by the star-dogged Moon Too quick for groan or sigh, Each turned his face with a ghastly pang, And cursed me with his eye. Four times fifty living

men, And I heard nor sigh nor groan With heavy thump, a lifeless lump, They dropped down one by one. The souls did from their bodies fly,â€” They fled to bliss or woe! I fear thy skinny hand! And thou art long, and lank, and brown, As is the ribbed sea-sand. This body dropt not down. Alone, alone, all, all alone, Alone on a wide wide sea! And never a saint took pity on My soul in agony. The many men, so beautiful! And they all dead did lie: And a thousand thousand slimy things Lived on; and so did I. I looked upon the rotting sea, And drew my eyes away; I looked upon the rotting deck, And there the dead men lay. I looked to Heaven, and tried to pray: But or ever a prayer had gusht, A wicked whisper came, and made my heart as dry as dust. I closed my lids, and kept them close, And the balls like pulses beat; For the sky and the sea, and the sea and the sky Lay like a load on my weary eye, And the dead were at my feet. The cold sweat melted from their limbs, Nor rot nor reek did they: The look with which they looked on me Had never passed away. Seven days, seven nights, I saw that curse, And yet I could not die. The moving Moon went up the sky, And no where did abide: Softly she was going up, And a star or two beside. Beyond the shadow of the ship, I watched the water-snakes: They moved in tracks of shining white, And when they reared, the elfish light Fell off in hoary flakes. Within the shadow of the ship I watched their rich attire: Blue, glossy green, and velvet black, They coiled and swam; and every track Was a flash of golden fire. O happy living things! A spring of love gushed from my heart, And I blessed them unaware: Sure my kind saint took pity on me, And I blessed them unaware. The self same moment I could pray; And from my neck so free The Albatross fell off, and sank Like lead into the sea. To Mary Queen the praise be given! She sent the gentle sleep from Heaven, That slid into my soul. The silly buckets on the deck, That had so long remained, I dreamt that they were filled with dew; And when I awoke, it rained. My lips were wet, my throat was cold, My garments all were dank; Sure I had drunken in my dreams, And still my body drank. I moved, and could not feel my limbs: I was so lightâ€”almost I thought that I had died in sleep, And was a blessed ghost. And soon I heard a roaring wind: It did not come anear; But with its sound it shook the sails, That were so thin and sere. The upper air burst into life!

5: The captain goes down with the ship - Wikipedia

The lowest part inside the ship, within the hull itself which is the first place to show signs of leakage. The bilge is often dank and musty, and considered the most filthy, dead space of a ship.

The Mariner then describes the conversation between the Hermit and the Pilot, which he overheard as they approached his ship with wonder. The two men view the skeletal ship much in the same way that the Mariner and the Sailors first viewed the ship of Death and Life-in-Death. Undeterred, the small boat continues to approach. The Hermit presents an alternate view of a Christian. Rather than requiring an undertaking of sin and penance, the Hermit is simply a pious man who presents the Mariner with an opportunity to gain absolution. Throughout his journey on the ocean he was separated from the natural world, protected by the ship. Facing the peril of being swallowed up by the sea and nature itself, the Mariner by now has learned to accept his fate. He seeks closeness to nature, and were it not for the Pilot and the Hermit, the Mariner would have likely drowned. Active Themes Once upon land, the Mariner throws himself at the Hermit and begs for forgiveness and absolution. When the confused Hermit asked him to explain, the Mariner gives the first retelling of his story. Having survived his final physical task, the Mariner now turns to complete his spiritual journey. Here he first comes into his role of storyteller, which ends up becoming his perpetual state. This cycle of agony and retelling mirrors and replaces the cycle of sin and penance for the Mariner, which has reached as much of a conclusion and absolution as he will be granted. This idea of perpetual penance is a break from traditional Christian allegories, in which the sinner is fully absolved and saved. Active Themes Related Quotes with Explanations At this point, the Mariner refers for the first time to the wedding that has been looming for the entire poem. He hears an outburst from the wedding and claims that he is being called to prayer. However, he also uses the outburst to provide the Wedding Guest with his final, most overt lessons. Much sweeter than a wedding feast, says the Mariner, is gathering for prayer. His final words are a lesson in optimizing prayer: The Mariner invokes the mundane at the service of showing how much higher the sublime should be valued. He teaches his final lesson explicitly here: Spirituality, argues the Mariner, is to be valued above all else, and the highest form of spirituality is through a Romantic engagement with nature. Note also that the Mariner ends his story with this overt lesson, and that soon after the poem ends. His tale finished, the Mariner leaves, and the Wedding Guest turns away from the wedding feast. The final lines of the poem are an important assertion of the power that storytelling has to affect change. Retrieved November 8,

6: Ship designer - Stellaris Wiki

This part contains a small editorial oversight: Jim sees Silver at the ship, talking with Israel Hands and the man whose name he'll later learn is O'Brien. Then he says that Silver has returned to shore in the jolly-boat.

Her gross register was tons, her displacement 11, tons, her length feet and breadth Plans were made for some patients to be accommodated in swinging cots, single fixed cots and 95 double two-tier fixed cots. The number of cots ultimately provided was 22 fracture cots, 84 single cots and the rest two-tier cots. In addition much special equipment was installed. Fraser, took a personal interest in the ship. The accommodation in the ship was completely stripped and redesigned in the most serviceable manner. A complete emergency system of lighting was installed, as well as electric lifts large enough to convey two stretchers from deck to deck, also with emergency power. A huge tank holding tons of fresh water was built in to ensure adequate water supply between ports. On B Deck was the operating block. This wing contained everything necessary for the equivalent department in a modern hospital. Operating theatre and rooms for sterilising, massage, X-ray, diathermy, and incidental purposes occupied the space where once was the music room, and nearby was a fully-equipped dental surgery. Further aft on the same deck were recreation rooms for officers, for men and for nurses, while near the stern the plant was installed for a complete laundry, with modern drying rooms attached. C Deck was devoted mainly to wards. The theatre block consisted of two main units: Not the least of these advantages was the proximity of the X-ray department, which greatly facilitated any procedures requiring the assistance of X-ray screening and radiography. In this connection especially, the orthopaedic work benefited greatly. The room was of generous proportions, enabling it to be used as an emergency theatre. The operating theatre proper was even larger. Adequately sized sterilisers provided hot and cold sterile water. There was even an artificial lung. Properly equipped washbasins were installed. The theatre and the plaster room were finished in a pleasing and restful shade of blue. Anaesthetic equipment again was more than ample. In addition to the usual bottles and masks for general inhalation anaesthesia, the theatre unit also had a fully equipped McKesson gas machine and an Oxford vaporiser. All essential lighting was duplicated on emergency circuits and the whole theatre block was ideally situated forward under the bridge on the promenade deck. The theatre was readily accessible to the main surgical wards owing to its central position and its proximity to the cot-lift. One feature in which the Maunganui differed from conventional British hospital ship layout was in the siting of the autoclave. This equipment is usually placed in the theatre block, but in the Maunganui it was sited some distance aft on the same deck. This was undoubtedly a tremendous advantage in the tropics and prevented overheating of the theatre. The various specialist departments were all grouped together: In addition, all the main cot wards with one exception opened off this central area. This centralisation greatly aided the working of the hospital side of the ship, thus saving time and space. The Maunganui could embark patients, both walking and cot, rapidly. The main dining-room was the main ward. Each of the eight wards had a different colour scheme, and where the lighting arrangements were changed, diffused lighting was installed over the beds. At the extreme stern of the ship and on the open deck was the isolation ward, complete in itself and entirely separate from the remainder. While the power unit of the vessel itself was not changed, a complete emergency system of lighting was fitted and special conveyors were arranged for the transfer of food from the commissariat to various parts of the ship. Events in Greece hastened the completion of the conversion of the Maunganui to a hospital ship. The Prime Minister urged the supervising committee to day-and-night efforts to expedite her departure, and the DGMS was given a free hand to purchase all the medical and surgical equipment necessary without having to await the approval of the Purchasing Board. The estimated date for completion had been 15 May, but the ship was got ready by 21 April This was made possible only by expeditious work in the conversion of the ship and the fortunate procurement of equipment, some of which was not available in New Zealand. The staff of medical officers, nursing sisters, and orderlies had been assembled at Trentham Military Camp. The immediate impression on the inspection of the ship was a very pleasing one. My personal expectations, knowing the difficulty of securing fittings in New Zealand, were far exceeded. Evidence of this was obvious from the remarks of a Commander of a British hospital ship then

lying at Suez , who stated that he had commanded three hospital ships in the present war, had visited every hospital ship that had arrived in the Middle East , and that he was definitely of the opinion that the Maunganui was the best fitted and finest hospital ship he had seen. Invalids embarked for the voyage to New Zealand numbered An allocation of forty beds was made to the AIF, in view of the fact that on each voyage of the Australian hospital ship some beds were reserved for New Zealanders. On the succeeding fourteen voyages she was always a full ship on her homeward run. On her outward trips, too, it was customary to pick up British invalids at Colombo and Bombay and take them to Egypt , where they were transferred to a British hospital ship. Apart from about six weeks in when she was laid up for overhaul, and a period in when, because of an accident to one of her propellers, she was taken from North Africa to the United Kingdom for repairs, the Maunganui was always on service. The Maunganui alone, however, was not sufficient to bring back to New Zealand all the invalids from the Middle East , especially after campaigns where casualties were heavy. Valuable assistance was rendered by the Australian hospital ship Wanganella, which carried many hundreds of New Zealanders, and by the Netherlands hospital ship Oranje. On her fifteenth voyage, beginning on 17 March , the ship was diverted at Melbourne from the Middle East to the Pacific , and she went on to Sydney , to Manus Island, to Leyte Island, where the ship functioned as a general hospital under Lieutenant-Colonel F. Bennett, with Miss G. Thwaites as Matron, from 13 April to 21 May before returning to Wellington. Leaving Wellington on 28 June, the ship again headed for the Pacific and was the medical page centre for the British Pacific Fleet at Manus Island from 7 July to 18 August before moving on to Hong Kong and Formosa with the American Task Force to pick up patients from among the prisoners of war released from the Japanese. Most of these patients were brought back to New Zealand on her return on 8 October. While at Leyte in the Philippine Islands on the fifteenth voyage the ship admitted patients, most of them from other ships in the Fleet Train which was anchored around the Maunganui. The ship was used as a naval auxiliary hospital, half of the fleet being allotted to it and the other half to HS Oxfordshire. Patients were discharged to their own ship or, if this had sailed, to a ship which acted as a pool depot. Some serious cases were transferred to ships going to Sydney , and patients were also brought back to Sydney in the hospital ship when she returned. At Manus on the sixteenth voyage the ship admitted and discharged patients before sailing to Hong Kong , where patients were embarked. Then patients were embarked at Kiirun, Formosa , and later another at Manila on the voyage south again. A few were discharged at Hong Kong , Formosa and Manila , but were brought back to New Zealand where, except for some Australians immediately transferred to a United States hospital ship to go to Sydney , they received hospital and convalescent treatment before being finally repatriated to their own countries, most of them to the United Kingdom by the Maunganui on 23 November. The patients embarked at Hong Kong included civilians as well as service patients, and many of those embarked at Formosa were British service personnel who had been taken prisoner at the fall of Singapore ; those embarked at Manila included many Australians from a United States hospital and a prisoner-of-war reception depot there. They all speedily put on weight and improved in health on the hospital ship, whose staff was kept busily occupied in their treatment. By this time the number of patients carried numbered Lessons from Experience The most important matter in the administration of a hospital ship was stated to be harmony between the Army and the Merchant Navy. This centred on the careful choice of the Master and the OC Troops. On the Maunganui successive OsC Troops worked in the utmost harmony with the Master, who showed the army medical staff every consideration. The person next in importance to OC page Troops was deemed to be the Adjutant, who also needed to be specially chosen for the position. With a strong Matron, nursing sisters and a small number of voluntary aids were favoured. It was thought, however, that a preponderance of the nursing orderlies should be males, as they have numerous duties other than nursing to carry out " to supply guards, deal with fractious patients, make up stretcher and baggage parties, and assist in emergency precautions aboard ship, including closing the watertight doors, evacuating patients from wards and manning lifeboats. The male establishment of the Maunganui 72 was held to be too small for all these purposes, especially as work was frequently heavy and exacting, particularly in tropical waters. The Maunganui had more nursing sisters than most British hospital ships and was thought to be the better for it. Even then some officers thought that thirty rather than twenty sisters was desirable, and that there should be two dietitians, three physiotherapists and an occupational

therapist. It was agreed that any future decisions on establishments for hospital ships would depend on the size of ship, length of voyage, type of patient and adaptability of staff. As regards the ship and fittings, it was felt that the Maunganui was very suitable for the purpose " she had adequate speed averaging some 14 knots , stability in heavy seas, interior hospital arrangements well planned, and equipment of a high standard. One standing criticism was the lack of air conditioning, especially in a ship having to go through the tropics. Owing to a variation in requirements with every voyage it was recommended that a hospital ship should have six or more small rooms whose special purpose could be determined during each voyage, e. It was felt that a reasonable amount of deck space for recreation was always necessary, as also was ample dining space for convalescent patients, and swinging cots and a reasonable number of wide fracture beds. This offer was gladly accepted by the two governments. The ship, which had been completed in Amsterdam only in , was partially converted in Batavia to its new purpose and sailed to Sydney to be fully equipped and completed as a hospital ship. According to the offer, the Netherlands Government was to be responsible for the whole of the cost of conversion, including all material, surgical equipment and medical stores, and for the whole of the upkeep whilst the Oranje was engaged as a hospital ship. The Officer Commanding Troops principal medical officer and the officer in charge of the medical and surgical divisions were to be Dutch medical men specially selected by the Netherlands Government. It was agreed that the OC Troops would be in complete charge of all medical personnel and responsible for the general conduct, care and treatment of all sick and wounded soldiers from the time of their embarkation on the ship until their disembarkation. The Dutch matron was to be in charge of all female nursing and voluntary aid staff, and responsible to the OC Troops for their conduct and discipline. Two senior medical officers, one Australian and one a New Zealander, were appointed to the staff by the respective Directors-General of Medical Services to be in charge of the administration and discipline of the members of the staff from their own countries. One was a surgeon and the other a physician, and they were available for consultation and advice on all matters affecting Australian and New Zealand sick and wounded. She left Sydney for Suez on her first voyage as a hospital ship on 2 July and called at Batavia , where the Netherlands staff embarked. Notification had been made through Stockholm to the German Government that the Oranje had sailed, and the Germans had acknowledged receipt of page the communication, but word had not been received by the Netherlands Government that the German Government agreed to the use of the Oranje as a hospital ship. Consequently there was considerable delay at Aden , but finally authority was granted for the Oranje to proceed to Suez , where New Zealand and Australian sick and wounded were embarked on 6 August. New Zealand invalids carried on this voyage totalled , and Wellington was reached on 1 September. At the outset it was realised that with three different nationalities constituting the staff of the hospital ship there were incipient difficulties of multiple control. Differences in temperament and language added to the problems of administration, as also did differences in procedure and disciplinary control. At the conclusion of the first voyage, however, the Director-General of Medical Services reported that in all respects the voyage had been a complete success. After the second voyage most of the Dutch medical staff was withdrawn for service in the East Indies as Japan had entered the war, but the Dutch OC Troops and matron remained in control of the medical staff, which comprised mainly Australians and New Zealanders in almost equal proportions and only a few Dutch. In the titles of the Australian and New Zealand OsC Troops were changed to liaison officers, which was the original intention. Both these officers then noticed a definite deterioration in their status and authority in the tripartite control.

7: Stone Ocean | JoJo's Bizarre Encyclopedia | FANDOM powered by Wikia

The ship sinks and all that is left on the surface is the Mariner. What continuing penance must the Mariner pay, according to lines? He has to tell his tale over and over, and he knows who to tell it to when he sees them.

Overview[edit] In the original Friday the 13th, Mrs. Voorhees is determined to ensure that the camp does not reopen after her son Jason Ari Lehman drowned in the lake due to the negligence of two staff members. Voorhees long enough to grab a machete and decapitate her. Five years later, a group of teenagers arrive at Crystal Lake to set up a new camp, but Jason murders them. Ginny Field Amy Steel, the last counselor Jason attempts to kill, finds a cabin in the woods with a shrine built around the severed head of Mrs. Voorhees. Jason is left for dead as Ginny is taken away in an ambulance. Chris returns to her property with some friends, and Jason kills anyone who wanders into the barn where he is hiding. Taking a hockey mask from a victim to hide his face, Jason leaves the barn to kill the rest of the group. Upon arrival, Jason awakens to kill the coroner and a nurse before returning to Crystal Lake. While distracted by Trish, Jason is attacked and ultimately killed by Tommy. Tommy inadvertently resurrects Jason C. Graham with a piece of the fence surrounding the cemetery acting as a lightning rod. Jason immediately heads back to Crystal Lake and kills the people working at the new summer camp. Tommy eventually chains Jason to a boulder that he tosses into the lake, where he leaves Jason to die. The New Blood begins an indeterminate length of time after Jason Lives. Jason Kane Hodder is resurrected again, this time by the telekinetic Tina Shepard Lar Park Lincoln, who is trying to resurrect her father who drowned in the lake when Tina was a child. Jason once again begins killing those who occupy Crystal Lake and is returned to the bottom of the lake after a battle with Tina. Jason Takes Manhattan by an underwater electrical cable. Jason eventually melts away because the sewer is flooded with toxic waste. The FBI sets up a sting that successfully kills Jason. Through possession, Jason manages to survive by passing his black heart from one being to the next. It is revealed that he has a sister and a niece, and that he needs them to get his body back. Jason resurrects himself, but his niece, Jessica Kimble Kari Keegan, stabs him with a mystical dagger and he is dragged into Hell. A scientist, Rowan LaFontaine Lexa Doig, decides that cryonic suspension is the only method of stopping him, but Jason breaks free and kills the army personnel guarding him before he can be again imprisoned. Upon being thawed by the team, he proceeds to murder everyone aboard the spacecraft. He is seemingly killed, but is then resurrected via nanotechnology as a cyborg version of himself. Jason, was a crossover with A Nightmare on Elm Street. Set in the contemporary period, Freddy Krueger Robert Englund resurrects Jason Ken Kirzinger and sends him to Springwood hoping that he will create enough fear among the residents that Freddy will be strong enough to invade their dreams. Jason accomplishes this but refuses to stop killing. A battle ensues both in the dream-world and at Crystal Lake. In this film, after witnessing his mother being beheaded at a young age, an adult Jason Derek Mears follows in her footsteps and kills anyone who comes to Crystal Lake. Jason subsequently kidnaps a young woman, Whitney Miller Amanda Righetti, who resembles his mother at a young age. Six weeks after her disappearance, her brother, Clay Miller Jared Padalecki, comes to look for her. The pair reunite and work together to seemingly kill Jason. Cunningham took out this advertisement in International Variety magazine. The original Friday the 13th was produced and directed by Sean S. Cunningham. Distancing himself from The Last House on the Left, Cunningham wanted Friday the 13th to be more of a "roller coaster ride". The concept for Friday the 13th began as nothing more than a title. A Long Night at Camp Blood was the working title Victor Miller used while he drafted a script, but Cunningham believed in his "Friday the 13th" moniker and rushed to place an advertisement in International Variety. Worrying that someone else owned the rights to the title and wanting to avoid potential lawsuits, Cunningham thought it would be best to find out immediately. Cunningham commissioned a New York advertising agency to develop his visual concept of the Friday the 13th logo, which consisted of big block letters bursting through a pane of glass. But someone still threatened to sue. It is unknown whether Phil [Scuderi] paid them off, but the issue was eventually resolved. With every film repeating the same basic premise, the filmmakers came up with subtle adjustments so the audience would return. So until they really stopped coming, why not continue to make more? Jason Lives attempted to create a

"funnier, faster, and more action-packed [The idea proposed by screenwriter Daryl Haney stemmed from his realization that the films always ended with Jason battling the " final girl ". Haney decided that this final girl should have telekinetic powers , which led Producer Barbara Sachs to dub the film, Jason vs. Then it was the last third in New York. It just kept getting whittled down and down. New York City was selected as the main setting, with Jason spending approximately a third of the movie on a boat before reaching New York. The film was then subtitled Jason Takes Manhattan. Ultimately, the character spent the majority of the time on the cruise ship, as budget restrictions forced scenes of New York to be trimmed or downgraded. Vancouver had to substitute for the majority of the New York scenes. The concept of a fight between Freddy and Jason was not new, since Paramount had approached New Line about filming a crossover years before the latter had gained the licensing rights to Friday the 13th. Negotiations on the project were never finalized, which led Paramount to make The New Blood. Before Cunningham could start working on Freddy vs. This effectively put Freddy vs. Jason on hold, but allowed Cunningham the chance to bring Jason back into the spotlight with Jason Goes to Hell. Jason project forced him to create another sequel in an effort to keep the franchise in the minds of audiences. Lack of support forced the finished film to sit for two years before finally being released on April 26, , and it would go on to become the lowest-grossing film in the franchise at the domestic box office. It also held the distinction of having the largest budget of any of the previous films at that time. One of the biggest hurdles for the film was developing a story that managed to bring the two horror icons together. Potential stories varied widely, from Freddy having molested and drowned Jason as a child, to a cult of Freddy worshipers called the "Fred Heads". New Line approached Fuller and Form to create a reboot, but because Paramount still owned certain copyrights to the first film, the reboot would not be able to use anything from the original. Paramount, who wanted to be included in the development of a reboot, approached the producers and gave them license to use anything from the original films, including the title. With Paramount on board, Fuller and Form decided they wanted to use pieces from the early films. Fuller said, "I think there are moments we want to address, like how does the hockey mask happen. Jason, were brought on to pen the script for the new film, [32] with Marcus Nispel , director of The Texas Chainsaw Massacre remake of , hired in November to direct. That was a choice. Voorhees, the killer in the original Friday the 13th, does not show up until the final reel of the film, Manfredini had the job of creating a score that would represent the killer in her absence. He came up with the sound "ki ki ki, ma ma ma", based on the line "Kill her mommy! Voorhees recites repeatedly in the final reel. The "ki" comes from "kill", and the "ma" from "mommy". To achieve the unique sound he wanted for the film, Manfredini spoke the two words "harshly, distinctly, and rhythmically into a microphone" and ran them into an echo reverberation machine. Manfredini makes note of the mispronunciation of the sounds: What are you talking about? Manfredini explains, "The original had the real myopic approach, and then we had to start thinking of the sequels as more conventional films. Jack Tillar pieced together portions of the score from the first two films to fill the remaining time for Part 3, while Michael Zagar composed an opening and closing theme. Manfredini returned for The Final Chapter, and although there were similar elements to the score, everything was newly recorded for the fourth Friday the 13th. McLoughlin wanted something more subtle, with a "Gothic" resonance. The Series , to finish composing the music to The New Blood. Jason was "just the same thing". Critics disliked how the series favored high body counts over plot and character development and how each film was almost indistinguishable from the last. Nevertheless, the films were a financial success, prompting Paramount to release more sequels contingent on the box office appeal.

8: PART VI "HOSPITAL SHIPS" Hospital Ships | NZETC

Meanwhile, the pilot's young assistant goes batty and starts laughing in a fit, saying that the Mariner must be a devil. Stanzas Finally, they make it back to shore.

Protestant Cay quiet, relaxing, great view Relaxing means swimming, laying out, reading, having a picnic all rolled into one. For amenities offered at these beaches use the complete beach guides mentioned above. British Virgin Islands Some visitors to St. Thomas on cruise ships inquire as to whether a day trip to the Baths on Virgin Gorda or to Jost Van Dyke is a possibility by ferry. The BVI islands although close are not close enough for a cruise ship visitor to get a worthwhile visit out of their time by ferry. This sort of day trip is best suited for someone who is an on-island visitor. As a cruise ship visitor with only a limited 8 or so hours your best bet is to visit the island your ship is calling on or to daytrip to an island that is closer so that you have more time to enjoy the location. Getting Married Brides and Grooms wishing to tie the knot in the Virgin Islands will find this to be a dream location. Some choose to marry through the cruise ship while others use an on-island coordinator. Water sports equipment, chairs, snorkel gear will have to be rented. Points of Interest Each Island has special attractions. Thomas Attractions , St. John Attractions , St. Croix Attractions and Water Island Attractions Shopping The Virgin Islands are renowned for shopping and for great buys on jewelry, alcohol, crystal and more. Learn more about shopping, best buys and store hours. Thomas , Shopping in St. Croix or Shopping in St. Alcohol is by far the best-priced item to purchase. Jewelry, high-end electronics, gemstones, watches, crystal, linens are also great buys to look out for. Areas to shop on St. Thomas include Charlotte Amalie and Havensight; on St. Croix, Frederiksted and Christiansted; and on St. Where are the best spots? Thomas a favorite spot in Coki Beach. John, Trunk Bay and Cinnamon Bay. A charter to Buck Island from St. Croix is a great choice. You can visit St. John see a little of the island and then head back and see a little of St. Thomas before getting back on the ship. This half-day on one island and half day on the other makes for a busy day. John first and spend the remainder of the time on St. John on a Paddleboard! Croix Wall Calendar showing beaches, towns, attractions and culture. Different photo each month. Calendar includes a great Caribbean recipe each month. Photography by Werner J.

9: Disney Cruise Line: A Cast Member in Training Part VI - www.enganchecubano.com

Music video by Cypress Hill performing When The Ship Goes Down. (C) Sony BMG Music Entertainment.

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