

1: 50 years of seafarer training in the South Pacific | Hamburg SÃ¼d

Accurately illustrated scenes depict the lives of skilled navigators who sailed the South Pacific over 4, years ago. Detailed illustrations include men hollowing out logs for canoes, using nets and spears to fish, at sea in a large double-hulled canoe with masts, preparing for war, and manning huge battleships. 29 black-and-white illustrations.

Ancient Hawaii and Discovery and settlement of Hawaii A projection of the Polynesian triangle on the globe. Between about 10,000 and 5,000 BC speakers of Austronesian languages spread through the islands of Southeast Asia – almost certainly starting out from Taiwan , [2] as tribes whose natives were thought to have previously arrived from mainland South China about 10,000 years ago – into the edges of western Micronesia and on into Melanesia. In the archaeological record there are well-defined traces of this expansion which allow the path it took to be followed and dated with a degree of certainty. In the mid-2nd millennium BC a distinctive culture appeared suddenly in north-west Melanesia, in the Bismarck Archipelago , the chain of islands forming a great arch from New Britain to the Admiralty Islands. This culture, known as Lapita , stands out in the Melanesian archeological record, with its large permanent villages on beach terraces along the coasts. Particularly characteristic of the Lapita culture is the making of pottery, including a great many vessels of varied shapes, some distinguished by fine patterns and motifs pressed into the clay. However, pottery-making died out in most of Polynesia due to the scarcity of clay on the islands. The pattern of settlement also extended to the north of Samoa to the Tuvaluan atolls, with Tuvalu providing a stepping stone to migration into the Polynesian Outlier communities in Melanesia and Micronesia. The double-hulled canoes were two large hulls, equal in length, and lashed side by side. The space between the paralleled canoes allowed for storage of food, hunting materials, and nets when embarking on long voyages. These include charts, spatial representations of islands and the conditions around them, and navigational instruments, such as those for measuring the elevation of celestial objects. They also include non-physical devices such as songs and stories for memorizing the properties of stars, islands, and navigational routes. Navigational techniques[edit] Navigation relies heavily on constant observation and memorization; you must constantly be aware of your surroundings. You cannot simply look up at the stars and know where you are. You are only able to know where you are if you are able to memorize where you have sailed from. With constant observation, comes the knowledge of knowing and remembering the speed of your canoe when it speeds up and slows down , what direction you are facing, and what time of the day or night it is. In the ancient days, they did not have watches, compasses or speedometers but they had their minds and the ability to memorize their surroundings. When there are no stars because of a cloudy night or during midday, the navigator would use the winds and swells to guide them. Navigators use these birds to guide them to land by following where the birds are flying from in the morning and flying toward at night. Birds habits change during nesting season which is another thing navigators must be mindful of when voyaging. Generally speaking, if a navigator can see a large group of birds, that is a much more reliable sign for land than following one, two or a small group of birds. In "The Raft Book", [13] a survival guide he wrote for the U.S. There are some references in their oral traditions to the flight of birds and some say that there were range marks onshore pointing to distant islands in line with the West Pacific Flyway. It is also believed that Polynesians employed shore-sighting birds as did many seafaring peoples. One theory is that they would have taken a frigatebird Fregata with them. These birds refuse to land on the water as their feathers will become waterlogged making it impossible to fly. When the voyagers thought they were close to land they may have released the bird, which would either fly towards land or else return to the canoe. See annotations on Commons. The positions of the stars helped guide Polynesians through their voyaging routes. Stars- as opposed to planets are able to hold a steady position year-round. The only thing that changes is the time the star rises which changes seasonally. Polynesian voyagers would follow stars near the horizon whether they were just rising or about to set and they used these specific stars for guidance. These stars were used to set the direction for their canoe up until the point when those stars rise too high and are no longer easy to follow. The canoe's latitude and the course being followed determines how many stars the navigator will need to get him to his destination. Any star that passes the zenith overhead is on the celestial equator , the basis of the equatorial

coordinate system. Each star has a specific declination, and when they rise or set, they give a bearing for navigation. A simplified compass might list only a couple of dozen stars. The development of "sidereal compasses" has been studied [17] and theorized to have developed from an ancient pelorus. The latitudes of specific islands were also known, and the technique of "sailing down the latitude" was used. Swell [edit] The Polynesians also use wave and swell formations to navigate. Many of the habitable areas of the Pacific Ocean are groups of islands or atolls in chains hundreds of kilometers long. Island chains have predictable effects on waves and on currents. Navigators who lived within a group of islands would learn the effect various islands had on their shape, direction, and motion and would have been able to correct their path in accordance with the changes they perceived. When they arrived in the vicinity of a chain of islands they were unfamiliar with, they may have been able to transfer their experience and deduce that they were nearing a group of islands. Once they had arrived fairly close to a destination island, they would have been able to pinpoint its location by sightings of land-based birds, certain cloud formations, as well as the reflections shallow water made on the undersides of clouds. It is thought that the Polynesian navigators may have measured the time it took to sail between islands in "canoe-days" or a similar type of expression. The waves that are created when the energy travels down away from the source area like ripples are known as swell. When the winds are strong at the source area, the swell is larger. The longer the wind blows, the longer the swell lasts. Because the swells of the ocean can remain consistent for days, navigators relied on them to carry their canoe in a straight line from one house on the star compass to a house of the same name on the opposite side of the horizon. Navigators were not always able to see stars; because of this, they relied on the swells of the ocean. Swell patterns are a much more reliable method of navigation than the actual waves which are determined by the local winds. Swells move in a straight direction which makes it easier for the navigator to determine whether the canoe is heading in the correct direction. Tupaia had knowledge of islands and named 74 on his chart. His grandfather and father had passed to Tupaia the knowledge as to the location of the major islands of western Polynesia and the navigation information necessary to voyage to Fiji, Samoa and Tonga. There is material evidence of Polynesian visits to some of the subantarctic islands to the south of New Zealand, which are outside Polynesia proper. Remains of a Polynesian settlement dating back to the 13th century were found on Enderby Island in the Auckland Islands. Pre-Columbian contact with the Americas [edit] Main article: Pre-Columbian trans-oceanic contact In the mid-19th century, Thor Heyerdahl proposed a new theory of Polynesian origins one which did not win general acceptance, arguing that the Polynesians had migrated from South America on balsa-log boats. The current thinking is that sweet potato was brought to central Polynesia circa CE and spread across Polynesia from there, possibly by Polynesians who had traveled to South America and back. The results suggested Oceania-to-America contact. Chickens originated in southern Asia and the Araucana breed of Chile was thought to have been brought by Spaniards around 1500. However, the bones found in Chile were radiocarbon-dated to between 1250 and 1300, well before the documented arrival of the Spanish. DNA sequences taken were exact matches to those of chickens from the same period in American Samoa and Tonga, both over 1000 miles kilometers away from Chile. In contrast, sequences from two archaeological sites on Easter Island group with an uncommon haplogroup from Indonesia, Japan, and China and may represent a genetic signature of an early Polynesian dispersal. Modeling of the potential marine carbon contribution to the Chilean archaeological specimen casts further doubt on claims for pre-Columbian chickens, and definitive proof will require further analyses of ancient DNA sequences and radiocarbon and stable isotope data from archaeological excavations within both Chile and Polynesia. However, current archaeological evidence for human migration to and settlement of remote Oceania is. Recently, linguist Kathryn A. Jones of California Polytechnic State University have proposed contacts between Polynesians and the Chumash and Gabrielino of Southern California, between 1200 and 1500. Their primary evidence consists of the advanced sewn-plank canoe design, which is used throughout the Polynesian Islands, but is unknown in North America "except for those two tribes. In 1995, an expedition starting on the Philippines sailed two modern Wharram-designed catamarans loosely based on a Polynesian catamaran found in Auckland Museum New Zealand. The boats were built in the Philippines by an experienced boat builder to Wharram designs using modern strip plank with epoxy resin glue built over plywood frames. The catamarans had modern Dacron sails, Terylene stays and sheets with modern roller

blocks. Wharram says he used Polynesian navigation to sail along the coast of Northern New Guinea and then sailed miles to an island for which he had modern charts, proving that it is possible to sail a modern catamaran along the path of the Lapita Pacific migration. A direct connection from New Zealand is possible, sailing with the Roaring Forties. In 1955, some escapees from Tasmania arrived at Chiloe Island after sailing for 43 days. E by Polynesians from the Marquesas Islands. He returned a year later and was killed in an altercation with natives at Kealakekua Bay. In 1970, Ben Finney established the Polynesian Voyaging Society to test the contentious question of how Polynesians found their islands. The team claimed to be able to replicate ancient Hawaiian double-hulled canoes capable of sailing across the ocean using strictly traditional voyaging techniques. This caused debates over the reasons for the presence of the Polynesians in such isolated and scattered parts of the Pacific. Cook wrote that this incident "will serve to explain, better than the thousand conjectures of speculative reasoners, how the detached parts of the earth, and, in particular, how the South Seas, may have been peopled". Late 19th and early 20th centuries writers such as Abraham Fornander and Percy Smith told of heroic Polynesians migrating in great coordinated fleets from Asia far and wide into present-day Polynesia. Thereafter the oral knowledge passed down for generations allowed for eventual mastery of traveling between known locations. By the mid-to-late 20th century it was time for a new hands-on approach. Anthropologist David Lewis sailed his catamaran from Tahiti to New Zealand using stellar navigation without instruments. Finney tested the canoe in a series of sailing and paddling experiments in Hawaiian waters. At the same time, ethnographic research in the Caroline Islands in Micronesia brought to light the fact that traditional stellar navigational methods were still very much in everyday use there. The building and testing of proa canoes was inspired by traditional designs, the harnessing of knowledge from skilled Micronesians, as well as voyages using stellar navigation, allowed practical conclusions about the seaworthiness and handling capabilities of traditional Polynesian canoes and allowed a better understanding of the navigational methods that were likely to have been used by the Polynesians and of how they, as people, were adapted to seafaring.

2: Fifty Years Of Seafarer Training In The South Pacific

The Pacific Seafarers Net provides recreational vessels completing ocean passages with a free of charge daily check-in service via amateur (HAM) SSB radio. We meet every day of the year at UTC on KHz in the 20 metre band.

The clear waters surrounding them come in shades of blue and green you can scarcely imagine. Photograph stunning tropical landscapes—sometimes volcanic and barren, sometimes draped in lush vegetation and endless flowers. The variety of native cultures will simply blow your mind—over languages exist in Papua New Guinea alone! This region offers you some of the best diving, snorkeling, kayaking, and hiking in the world. Experience the allure of Papua New Guinea, geologically part of a great arc of mountains stretching from Asia, through Indonesia and into the South Pacific. This is land of magic and spirits despite the best efforts of colonial missionaries. Encounter the rich traditions of the friendly native islanders, who express their culture in their dress, music, crafts and the flowers they use to adorn themselves. Tribal cultures in the highlands are largely untouched. Choose a local handicraft to take home with you, or simply take photographs of the pristine beaches, active volcanoes, tropical fjords, Sepik River and other breathtaking scenery unique to this remote land just south of the equator. Here you can dive with gentle, giant manta rays, get up close to world-renowned coral reefs, and even explore the wrecks of wartime vessels. On land you can wander through thatched roof villages and view ancient stone currency. South Pacific cruises truly get you away from it all and transport you to a magic, exotic paradise of adventure and discovery.

History The 10, islands of the South Pacific are usually grouped into three main categories: Micronesia, Melanesia, and Polynesia. Micronesia includes areas like Guam and the Marshall Islands. The unbelievable range of languages, cultures, and landscapes make this region difficult to generalize. Australia is flat and dry, while Papua New Guinea is lush and mountainous. Australian kangaroos bound across the plains, but in Papua New Guinea, they climb in the rainforest canopy. Similarly, even a single small South Pacific island can contain several different tribes, each with their own language, due to geographic barriers. The earliest people to settle the area were the Papuans. Shortly after, the Lapita arrived to mingle with the Papuans. Perhaps the greatest seafarers of their day were the Polynesians, who crossed the open ocean to reach what is today French Polynesia around BC. Navigating by the stars and by wave patterns emanating from islands, they traversed the Pacific at a time when Europeans still stayed close to home. Ferdinand Magellan likely grazed a few small islands of the South Pacific on his way around the globe. Spanish and Dutch explorers later came in search of natural resources and Terra Australis Incognita, the mythical Great Southern Continent. Captain James Cook was the first European to extensively explore and map the region over the course of three voyages. Once this territory was mapped, waves of Europeans soon followed. Traders came for natural resources, and missionaries came to convert the islanders. With colonization came diseases that would devastate nearly half of the local populations. The cultures and traditions of the isolated South Pacific islanders are remarkable. Prior to European contact, the islanders had no written language and instead relied on a rich tradition of oral history. Ancestor worship was common throughout the islands. Early Polynesians worshipped over 70 gods, but today they are predominantly Christian. Cannibalism existed up until fairly recent times. Many tribes created artwork for ancestor worship or warfare. The world has the South Pacific to thank for the practice of tattooing, which was introduced to the West by sailors returning from South Pacific voyages. World War II, however, brought major battles to the region as the Japanese moved south from Micronesia and defended island after island against U. Visitors today can still find wrecks of submerged wartime vessels. Agriculture and fishing sustain many of the local economies. Tourism is also very important. A South Pacific tour offers visitors pristine beaches, colorful local cultures, good fishing and spectacular scenery at a relaxed pace.

3: 50 years of seafarer training in the South Pacific | AlianÅa

*South Pacific Seafarers (Dover History Coloring Book) [A. G. Smith] on www.enganchecubano.com *FREE* shipping on qualifying offers. Over 4, years ago, skilled navigators left their homelands off the southeast coast of Asia and sailed eastward to the South Pacific.*

Search From Kiribati around the world: Half a Century of seafaring training in the South Pacific The island state of Kiribati, approximately halfway between Fiji and Hawaii in the middle of the Pacific Ocean, is known for its seafaring tradition. A unique project combines the demand for maritime expertise with career opportunities for the locals: Today, the MTC looks back on a history spanning more than 50 years. In the ensuing rescue operation in rough seas, local fishermen displayed great seafaring skills and sensitivity in the face of extreme conditions. Impressed, the captain reported what had happened to the head office in Hamburg. And thus the foundation stone for the MTC was laid. This led to the establishment of the SPMS joint venture in As managing partner, we joined forces with five other Hamburg shipping companies that committed to deploying the Kiribati trained at the school. Each year, some trainees start an month period of training at the MTC, and after two additional months at sea the cadets are taken on as ordinary sailors. If they follow this up with another 24 months on board, they qualify to sit their able seaman exams. If they pass these successfully, the graduates are fully qualified able seamen on deck duty or in the engine room, or trained stewards. To date, more than 5, seafarers as well as locksmiths, chefs and stewards and, since , fishermen have been trained at the MTC. Catering training is offered to Kiribati women, opening up opportunities for them especially in the New Zealand and Australian hotel industry. However, the career path for the Kiribati seafarers is not necessarily over on completion of their training. Provided that they have appropriate leadership qualities, after about five years at sea they can earn promotion to petty officer. In the meantime among the Kiribati there are 1st and 2nd officers as well as a captain sailing for our SPMS partner shipping companies. This also includes the relatively high transfer costs that the deployment of Kiribati seafarers entails. Because not only is the island state spread over an ocean surface the size of the USA â seafaring missions from here also involve covering long distances. Located in the South Pacific, Kiribati consists of 33 coral atolls, 22 of which are inhabited â with the total population numbering around , The Hamburg shipping companies are represented locally by SPMS, and together they make up one of the largest employers in the state. Given that the island state has few other sources of income apart from the granting of fishing rights, the economic importance of the school becomes clear. We are proud to be able to look back with the MTC on half a century of seafarer training. Although almost 14, kilometers separate Hamburg and the school in Tawara, the two places have close ties. For the SPMS partner shipping companies and the inhabitants of Kiribati alike, a sustainable model has been developed that creates a win-win situation for all concerned. On the one hand, we can rely on the skills of the seafarers trained at the MTC, while young Kiribati receive sound training and the prospect of a stable job. For further information, please see our privacy policy. You have disabled cookies in your browser settings.

4: Welcome to The Seafarers International Union

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Half a Century of seafaring training in the South Pacific The island state of Kiribati, approximately halfway between Fiji and Hawaii in the middle of the Pacific Ocean, is known for its seafaring tradition. A unique project combines the demand for maritime expertise with career opportunities for the locals: Today, the MTC looks back on a history spanning more than 50 years. In the ensuing rescue operation in rough seas, local fishermen displayed great seafaring skills and sensitivity in the face of extreme conditions. Impressed, the captain reported what had happened to the head office in Hamburg. And thus the foundation stone for the MTC was laid. This led to the establishment of the SPMS joint venture in As managing partner, we joined forces with five other Hamburg shipping companies that committed to deploying the Kiribati trained at the school. Each year, some trainees start an month period of training at the MTC, and after two additional months at sea the cadets are taken on as ordinary sailors. If they follow this up with another 24 months on board, they qualify to sit their able seaman exams. If they pass these successfully, the graduates are fully qualified able seamen on deck duty or in the engine room, or trained stewards. To date, more than 5, seafarers as well as locksmiths, chefs and stewards and, since , fishermen have been trained at the MTC. Catering training is offered to Kiribati women, opening up opportunities for them especially in the New Zealand and Australian hotel industry. However, the career path for the Kiribati seafarers is not necessarily over on completion of their training. Provided that they have appropriate leadership qualities, after about five years at sea they can earn promotion to petty officer. In the meantime among the Kiribati there are 1st and 2nd officers as well as a captain sailing for our SPMS partner shipping companies. This also includes the relatively high transfer costs that the deployment of Kiribati seafarers entails. Because not only is the island state spread over an ocean surface the size of the USA â€” seafaring missions from here also involve covering long distances. Located in the South Pacific, Kiribati consists of 33 coral atolls, 22 of which are inhabited â€” with the total population numbering around , The Hamburg shipping companies are represented locally by SPMS, and together they make up one of the largest employers in the state. Given that the island state has few other sources of income apart from the granting of fishing rights, the economic importance of the school becomes clear. We are proud to be able to look back with the MTC on half a century of seafarer training. Although almost 14, kilometers separate Hamburg and the school in Tawara, the two places have close ties. For the SPMS partner shipping companies and the inhabitants of Kiribati alike, a sustainable model has been developed that creates a win-win situation for all concerned. On the one hand, we can rely on the skills of the seafarers trained at the MTC, while young Kiribati receive sound training and the prospect of a stable job. For further information, please see our privacy policy. You have disabled cookies in your browser settings.

5: Calculating how the Pacific was settled | University of Utah News

Over 4, years ago, skilled navigators left their homelands off the southeast coast of Asia and sailed eastward to the South Pacific. Arriving at suitable uninhabited islands, the settlers adjusted themselves and their way of life to new surroundings.

6: Pacific - List of Radio Nets â€”

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9: South Pacific Seafarers

*Fishing for Islands: Traditional Boats and Seafarers of the Pacific [John Nicholson] on www.enganchecubano.com *FREE* shipping on qualifying offers. From bamboo rafts to the double-hulled voyaging canoe, this book is a celebration of the traditional boats of Southeast Asia and the Pacific Islands.*

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