



**T H E H A I F A
N A U T I C A L S C H O O L**

BY

LT. R. S. MILLER, R. N. R.

HEAD OF THE NAVIGATION DEPT.

ISSUED BY

THE PALESTINE MARITIME LEAGUE

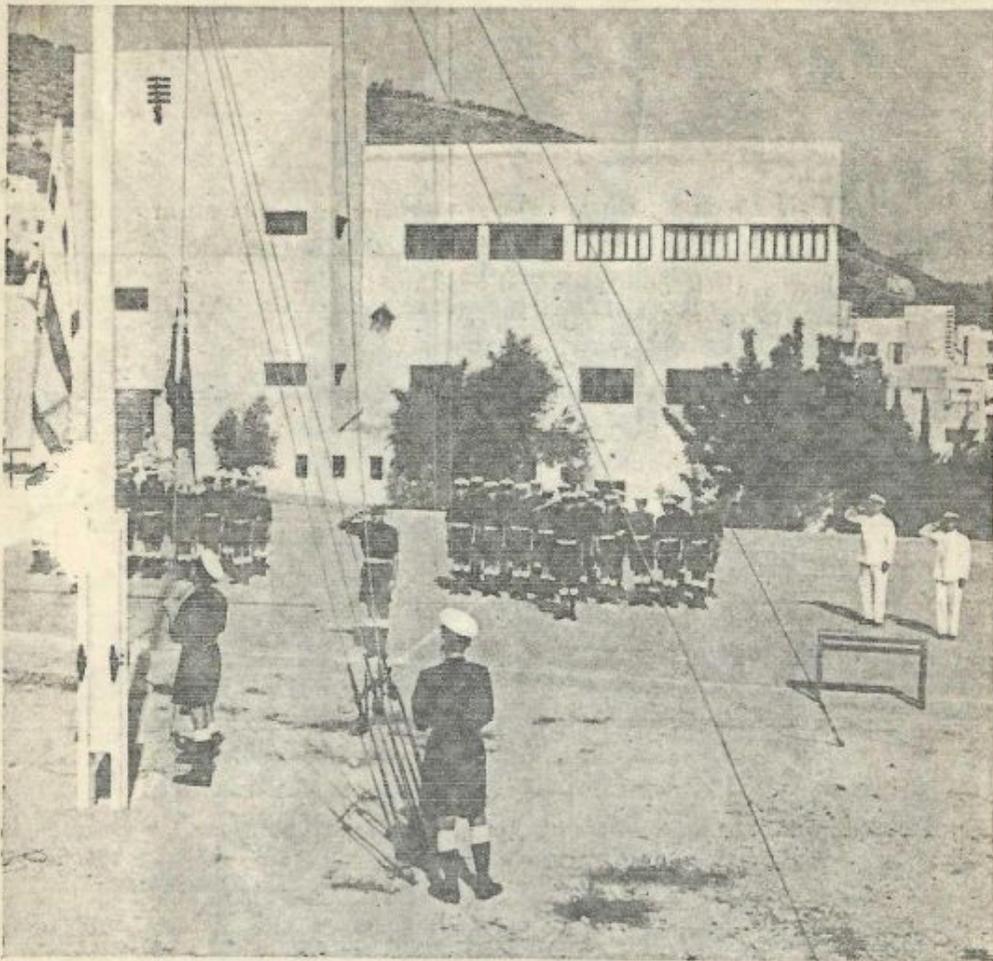
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THE school opened in October 1938 with an enrolment of forty cadets, who are divided into four sections: — navigators, engineers, wireless operators and boat builders. At present the cadets are receiving a sound general education with a strong bias towards the technical training which will be useful to them in their future careers. Their forenoons are devoted to theoretical subjects and their afternoons to practical instruction in the vocation which they have chosen. Under the present arrangement the school is housed in the Technical High School. This is in many ways admirable, as they are thus able to have the advantage of the experience gained by the staff of that school since its foundation. In order, however, that the Nautical School might develop on separate lines and assume an identity of its own, its routine varies somewhat from that of the Technical High School. From the beginning it was decided that the cadets should wear uniform as soon as possible. The uniform was designed and manufactured entirely in Palestine. It consists of blue shirt and shorts, white belt, blue stockings with white tops, black shoes and a uniform cap similar to that worn at sea. The cap badge consists of an anchor on a blue background surrounded by laurel leaves and surmounted by the Shield of David.

The daily timetable resembles that of the Technical High School except that the nautical school students start work at 7.15 a.m. This is necessary as at eight o'clock the cadets fall in for divisions, so called because they actually fall in the groups representing the divisions to which they belong. Each division has its own Cadet-Captain who is responsible for its discipline and bearing. At divisions the routine followed is briefly thus: cadets fall in, the roll is called by the Cadet-Captain. Each Cadet-Captain, when he is satisfied that his division is correct, reports to the Senior Cadet-Captain, who in turn reports that the division is correct and ready for inspection to the Chief Officer. In the meantime, three cadets



The Hoisting of the Flags
The morning ceremony before the day's work

who have been delegated for this purpose prepare the flags for hoisting. The flags are hoisted daily with ceremony, the Jewish flag at the masthead, the Palestinian at the gaff and the flag of the day at the yardarm. The flag of the day is the flag of the International Code hoisted in order that the cadets may familiarise themselves with the code flags. As the flags are hoisted the Nautical School stands to attention, the officers saluting. On completion of this ceremony the senior officer present inspects the division. Close attention is paid to the appearance of each boy. After inspection defaulters are interviewed, together with those having any request to make, and after a short period of drill, the cadets dismiss and resume their studies. Normally this is the only parade of the day, but on Sundays the cadets proceeding to the workshops are inspected at 1 p.m. On this day cadets are expected to be present in clean overalls.

PRACTICAL TRAINING

In the first year the instruction given to each group in the forenoon is very similar, but as the courses become more advanced, they will draw away from each other, each branch adhering more closely to its own particular subject. In the afternoon they go to technical training in their own workshops. The navigation division were somewhat handicapped at the start as their boats did not arrive until the middle of March. The first few months were however taken up with instruction in theoretical seamanship, in signalling and practical instruction in rope and wire splicing. Amongst their earliest achievements was the completion of the splicing necessary for the rigging of the mast which has been erected in front of the parade ground. Since the arrival of the two boats, a naval cutter and whaler, they have largely been employed in the harbour, where a pavilion has been erected for the use of the school. This pavilion has changing rooms for the cadets as well as ample storage space for the necessary boat equipment. Considerable experience was gained in overhauling the boats and their gear. The cutter is a somewhat large boat and has proved extremely useful in practice, as she can take many cadets at one time for either rowing or sailing.

The engineering and radio cadets receive their training



Lt. R. S. Miller
inspects the cadets

in the admirably equipped workshops of the Technical High School. In addition to receiving instruction in the craft of fitting and turning the engineering cadets are constructing piece by piece models of the machinery they may expect to find on shipboard. These working units are linked up to a small boiler, made in the workshops. Similarly, the wireless operators will construct a wireless transmitter identical with that used in the early days of wireless telegraphy. The boat builders are familiarising themselves with the tools they will be required to handle in the carpentry shop and are employed whenever possible on repairs to the school boats.

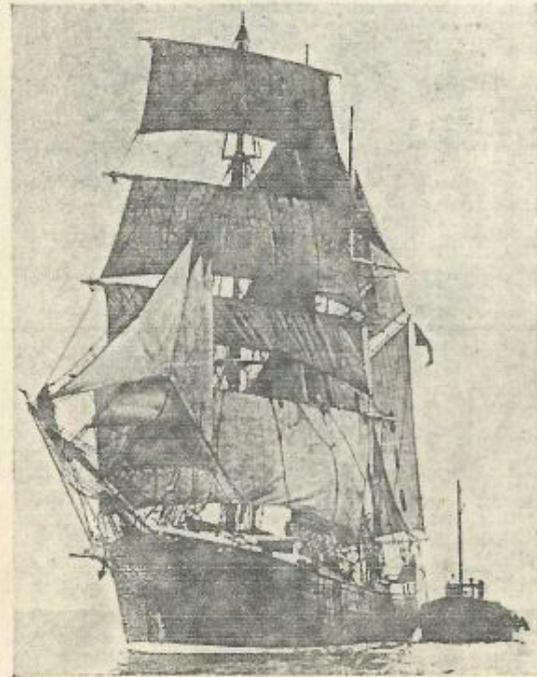
The senior petty officers are a Chief and two Cadet-Captains and there is in addition a Leading Hand to each division. For disciplinary purposes each cadet is given a seniority and the senior boy present at any time is responsible for seeing that order is maintained. This system has only just been started and it is impossible to say whether it will work out in practise.

SCHOOL'S TRAINING SHIP

Whenever possible visits are arranged to vessels in the port of Haifa. The school has recently had placed at its disposal a very fine training ship, the barquentine "Cap Pilar". This vessel has been presented by Mr. Richard Seligman to the British Committee of the Palestine Maritime League for this purpose. The "Cap Pilar" is a vessel of 290 tons, 119 ft in length, barquentine rigged. She was originally built at St. Malo for the Grand Banks of Newfoundland fishing trade. It is hoped that the "Cap Pilar" will arrive in Haifa this summer. With the "Cap Pilar" as a training ship, short annual cruises will be made and Cyprus, Egypt and places of interest in the Greek archipelago will be visited. It has only been possible to accept this ship by reason of the increased grants from the Palestine Maritime League and the Jewish Agency for Palestine.

THE FUTURE SEAMEN

No difficulty has been experienced in obtaining recruits for the Nautical School. Several boys, indeed, who had left



The School's Training Ship: the barquentine "Cap Pilar"

school previously and taken up other professions, welcomed this opportunity, as one for which they had been waiting, and have enrolled as students in the school. There seems no reason to suppose that they will not make suitable officers. Several cadets already placed in British ships by the Palestine Maritime League have been very satisfactorily reported on and compare favourably with their colleagues. A large proportion of the boys are Palestinian born and the remainder come from a number of European countries; they are normal, healthy youngsters and it seems probable they will prove as keen and competent as those trained in the older established training centres of the British Empire.

There are those who say that the Jews are not a seafaring people. No race is likely to be a maritime one unless the boundaries of the country to which it belongs border a sea. On those transplanted from Central Europe to Palestine, which possesses a considerable coastline, the sea exerts a great influence and it is inconceivable that they should not answer its call. There are those who say that the Jews will never be sailors. No doubt they are the same people who said that the Jews would never be successful farmers, and if as much can be done in the fishing and shipping industries as has been accomplished on the land in Palestine, the Haifa Nautical School will have more than achieved its purpose.
