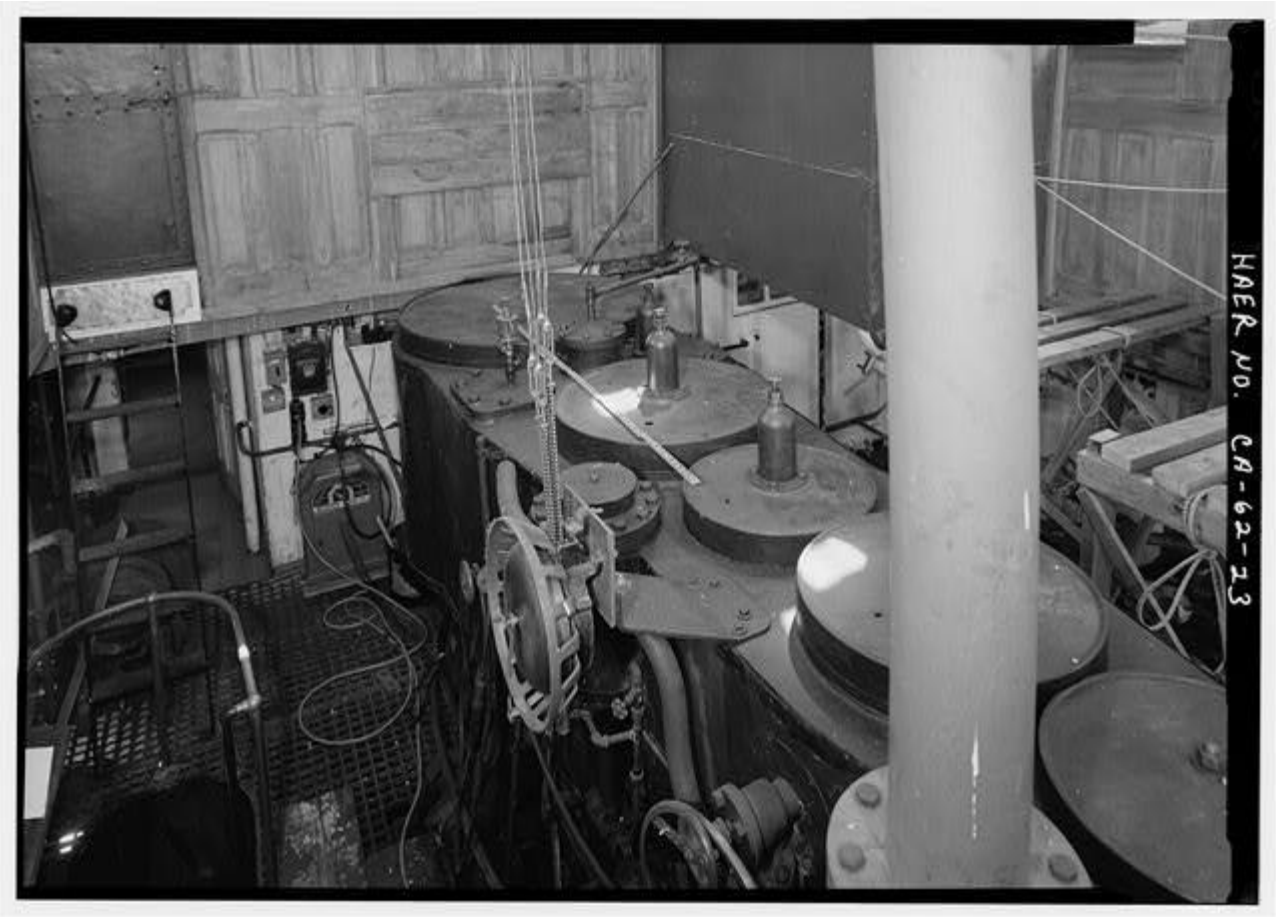

1988

***Not a primary source**

Oiler Jobs & Dangers--Reed's Useful Hints #1

WORKING HOURS.--At sea watch-keeping$_1$ for 56 hours per week. Allowing 10 hours field days in certain weeks, this makes in those weeks a total of 66 hours.

In port$_2$ the hours are from 7 a.m. till 5 p.m., with an hour interval$_3$ for breakfast and another for dinner. With Saturday afternoon off, this makes 45 hours per week. Of course, in the case of a breakdown, whether at sea or in port, all scheduled times go by the board$_4$, and it is then a case of working right on until repairs have been effected$_5$.

1. Amount of time worked when Hercules is out at sea.
2. Amount of time worked when Hercules is docked near land.
3. Break.
4. All scheduled times are cancelled.
5. Finished.

Published in 1917.

Harry Frank's Letter

The first Sunday out we had a little bad luck it was very stormy and the waves rolling over the deck about four o clock in the morning the stearing chain broke and then we were helpless$_1$ the sailors could not go out at all so we just had to let the ship go where the wind and sea took it, the repair work of that kind or of any kind on deck belongs to the sailors to do so i did not half to go out at all$_2$, it was about six hours that we drifted with out the use of the rudder$_3$ talk about rolling you should have seen this ship roll then at one time the ship took a dive$_4$ and I thought it would never come up again another time it was struck on the side with a large braker and the one side of the ship went under the water six feet all the staterooms were flooded we had about five feet of water in the bottom of the boat and lost of the provisions got wet and some we spoiled$_5$ we had all the pumps running and used buckets besides to get the water out of the ship…

1. The engine did not work when the steering chain broke.
2. Harry Frank was an oiler in the engine room, so it was not his responsibility to fix the steering chain.
3. They could not control the direction of the ship, so they let the wind blow them in any direction.
4. The ship dipped down because the waves in the storm were so big.
5. The water soaked the food that they brought for their trip and some of it spoiled.

Written in 1908.

Oiler Jobs & Dangers--Reed's Useful Hints #2

KEEPING A WATCH.--The Engineer will be called at one bell, that is, a quarter of an hour[1] before his watch commences[2]. If he is in bed he should get up at once. This sometimes requires a big effort of will, but will develop into a habit with practice. There are many harrowing tales of the consequences of giving way to the temptation of lying for a few more minutes, and of the drastic methods that have had to be adopted to cure defaulters[3]. He should go below immediately he hears eight bells sounded.

1. Fifteen minutes.
2. Begins.
3. There are awful stories about what happens to people who have fallen back asleep after the bell rings. It was important to be on time to a shift so that other engineers on duty could get their rest.

Published in 1917.

1988
***Not a primary source**

Oiler Jobs & Dangers--Reed's Useful Hints #3

On the bottom platform, begin at the trust block and work forward, feeling all the moving parts, and examining steam and vacuum gauges[1]. The bottom ends should be felt with the right hand on the after side, and with the left hand on the forward side. When the headway and sternway eccentric straps are close together[2] it may be advisable[3] to feel these with the back of the fingers, with the tips pointing away from the other strap, as many finger-ends have been lost on the job[4].

1. The oiler checks the parts of the engine to see if it's properly oiled. If the oil is blue on the hands, then everything was fine. If the oil was black, then there was something wrong and the captain had to be warned of the problem.
2. When two parts of the engine are close together.
3. Recommended.
4. Fingers are used to check the oil on parts of the engine as it moves. If the oiler puts his finger in at the wrong time, it could get chopped off.

Published in 1917.

Adventures of a Farm Boy who Became a Deep Sea Fireman; circa 1919

The oilers regularly pour oil on rotating surfaces[1] and then check the crank pin bearings for oil. They do this by moving their arm in a rotating motion in conformity[2] with rotating crank pin which then leaves a smear of oil on their finger. If clean and smooth, alls well, if not, big trouble.

1. Spinning parts of the engine.
2. The same direction.