

The LOOKOUT

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

AUGUST-SEPTEMBER, 1961



31703

WHAT IS SCI?

Some Answers

Last spring our director, the Rev. John M. Mulligan, conducted a survey among the Board of Managers to determine if their wives were conversant with the nature and purpose of SCI.

Mr. Mulligan asked each member to imagine that his wife had met someone at a party who asked what kind of an organization the Seamen's Church Institute is and then to write in 50 words what her response would be.

Here are just a few of the replies proving that our Board is a knowledgeable one:

"The Seamen's Church Institute, established over 100 years ago, is an organization under the guiding hand of the Protestant Episcopal Church providing both spiritual and material services for seamen on vessels of all nations while in the Port of New York."

"What the U.S.O. is to the Armed Forces, what the Salvation Army is to strangers in distress, what the college campus is to students, all this and more the Seamen's Church Institute is to Sailors of all nationalities. It is Church, hotel, recreation center for men away from home and a strong bulwark against the evil forces always at work in a big city."

"The Seamen's Church Institute is a Protestant Episcopal Church, whose purpose is to bring the faith of Christ to all men who serve on ships and who come to the Port of New York."

"It's a religiously oriented, 127 year organization in Lower Manhattan with a building and facilities geared to serving the very unique spiritual and temporal needs of seafarers of all faiths from all over the World. For its financial support it relies heavily on voluntary tax-deductible contributions and legacies."

"The Seamen's Church Institute is the only effective arm of our Church in helping the seafarers of our own and other merchant mariners who find themselves ashore in a strange city. It serves all seamen without any discrimination, and goes a long way to meet their physical, emotional and spiritual needs."



MORE THAN 600,000 merchant seamen of all nationalities, races and creeds come to the port of New York every year. To many of them The Seamen's Church Institute of New York is their shore center — "their home away from home."

First established in 1834 as a floating chapel in New York Harbor, the Institute has grown into a shore center for seamen, which offers a wide range of educational, medical, religious and recreational services.

Although the seamen meet almost 60% of the Institute's budget, the cost of the recreational, health, religious educational and special services to seamen is met by endowment income and current contributions from the general public.

The LOOKOUT

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SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

25 SOUTH STREET, NEW YORK 4, N. Y.

BOWLING GREEN 9-2710

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Honorary President

Franklin E. Vilas
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The Rev. John M. Mulligan
Director

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Editor

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THE COVER: SCI display tent outside Arcadia Hall, Detroit, Michigan, in 1919 during General Convention. (l to r) John Johanson, a seaman; Miss Marie L. Bennett, Dr. Mansfield's secretary; Dr. Archibald R. Mansfield, Superintendent of SCI; Mrs. Janet L. Roper, SCI house mother; and Trevor M. Barlow, SCI recreation director.

BOOTH #19



SCI display booth which will be used at the 1961 General Convention in Detroit.

SCI GOES TO DETROIT

The Seamen's Church Institute of New York is uniting with two other Episcopal seamen's agencies to present a comprehensive picture of their work to the Episcopal General Convention which will be held in Detroit, September 17-29. The two other agencies are the Seamen's Church Institute of Philadelphia and the Seamen's Church Institute of Los Angeles.

The General Convention, comprised of bishops, clergy and lay delegates, meets every three years and is the governing body of the Protestant Episcopal Church in the United States of America.

The General Convention met in Detroit 42 years ago and SCI was there — complete with tent (see front cover), foc'sle and a ship's bridge.

The 1961 display booth which is 20' long will feature official Coast Guard maps of the three port areas with large photographs of each Institute.

Along the sides will be 8 x 10 color transparencies showing the three Institutes in action.

The display was designed and built by Artistic Exhibits, Inc., of Jackson Heights, New York.

Among the staff members attending the Convention will be the Reverend John M. Mulligan, director; Dr. Roscoe T. Foust, director of the Department of Religious, Social and Special Services; and Mrs. Grace T. Chapman, executive secretary of the Women's Council.



Lancaster M. Greene, Chairman of the New York Bible Society's public relations committee, (left) points to various translations of the Bible in the Society's display case located in the lobby of SCI. With him is SCI Chaplain William Haynsworth.

NEW YORK BIBLE SOCIETY INSTALLS DISPLAY CASE IN SCI LOBBY

The New York Bible Society has installed a display case containing 12 different translations of the Bible in the lobby here at the Institute. Copies of the Bible are available from the information desk which is located next to the show case.

The Society, one of the oldest of its kind in the world, is currently engaged in a campaign to contact and distribute Bibles to everyone in New York City.

The idea for the installation of the case came as a result of Chaplain William Haynsworth's efforts to use a corner of the information desk for a display. The area was limited and exposed, and when Mr. David Christensen of the Society saw the predicament he got in touch with his superiors to see if something better could be worked out. Result—the handsome display case.

SOCIETY INSTALLS DISPLAY CASE IN SCI LOBBY

SCI FILM STRIP AVAILABLE IN OCT.

A film strip entitled "View of the Harbor," will be available for free distribution in October. The strip describes the work of the Seamen's Church Institute of New York and includes a good deal of information about the Port of New York. It will be accompanied by a recorded narration.

The film will run approximately 20 minutes. The equipment needed to show it includes a standard strip projector and a 33 1/3 record player, plus a screen.

Requests for the film strip should be addressed to: Department of Religious, Social and Special Services, Seamen's Church Institute, 25 South Street, New York 4, N. Y.

TWO MEMBERS ELECTED TO BOARD

Two new members of SCI's Board of Managers were elected recently. They are Charles G. Thompson and John P. Humes. Both men are lawyers in Manhattan.

Mr. Thompson, a resident of Riverdale, N. Y., has been active in the Episcopal Church for the past 25 years.

Mr. Humes, who lives in Oyster Bay, is a member of the Church of St. Mary The Virgin in Manhattan and is affiliated with St. John's of Lattingtown in Locust Valley.

During World War II Mr. Thompson was engaged in work with both the Navy and Merchant Marine.

Mr. Humes saw wartime service with the U. S. Army Signal Intelligence Service.

TEN BOYS

There are ten boys in search of a sailboat. They are members of the Sea Explorers Troop 666, of the Boy Scouts of America in Wantagh Long Island. The group was formed three years ago and although they are Sea Explorers they've had very little opportunity to get to sea because they've never owned a boat.

The Skipper Mr. Glenn Frost, 1508 Oxford Rd. in Wantagh, has been searching for a sailboat under 20 feet ever since the group was formed. To date no luck. Perhaps a LOOKOUT reader knows where to find one?

The first thorough and accurate survey of a part of the ocean is being conducted between Alaska and Hawaii.

BUENOS DIAS, AMIGOS . . .



Elias Chegwin (left foreground) points out a SCI poster to crewmen aboard the CUIDAD DE AREMENIA of the Compania Gran Colombia (Colombian Lines). The ship, built in Spain, made her maiden voyage here recently. "Amigo" Chegwin went aboard to welcome crew members to New York and invite them to the Institute.

THE WORLD OF SHIPS

Alaskan Ferry System To Cost \$18 Million

The firm of Philip F. Spaulding & Associates, Naval Architects and Marine Engineers of Seattle, has been selected as the designer of the Alaskan ferry vessels. The Alaskan ferry system has long been studied by Alaskans as a means to end the economic isolation of Alaska from the rest of the United States.

The size of the task is indicated by the fact that the System complete with new terminals will cost approximately \$18,000,000 of which about \$15,500,000 will be required for the four-ship fleet itself.

Mr. Philip F. Spaulding reports that the design project is in full swing and that his firm will have contract plans and specifications ready for bidding in about two months. Bids will be requested on a nation-wide basis from qualified shipbuilders.

The Alaskan Ferry System will be divided into two specific sections. The Southeastern Alaskan service will consist of three 18 knot vessels, each 351'-0" long x 73'-6" beam, drawing 15' of water. They will carry 108 vehicles and 500 passengers. They will be diesel powered burning heavy oil with a total of 10,000 shaft horsepower turning two propellers.

The second leg of the Alaskan Ferry System will be known as the Southwestern or Homer-Kodiak ferry service. This system will be served by a smaller vessel, 256'-0" long with a speed of 15 knots and will carry approximately 60 vehicles and 260 passengers.

Merchant Fleet Listed

The United States-flag privately-owned, ocean-going merchant fleet totaled 990 vessels of 14,001,392 dead-

weight tons on June 1, according to a Research Report released today by the American Merchant Marine Institute. The fleet on this date was composed of the following general vessel types — 35 passenger-carrying vessels of 321,000 deadweight tons (489,000 gross tons), 620 dry cargo vessels of 6,877,215 deadweight tons and 335 tankers of 6,803,177 deadweight tons.

NS Savannah To Be Serviced In Galveston

The Galveston, Texas, plant of Todd Shipyards Corporation has been designated by the Maritime Administration as the central servicing site for the World's first nuclear merchant ship, NS SAVANNAH.

Under a contract with the Maritime Administration, Todd will handle the drydocking, repair, maintenance and refueling of the ship. The Todd yard, located on Pelican Island will be expanded and additional facilities installed for the accomplishment of these tasks. In addition to providing a servicing and maintenance base for the SAVANNAH at Galveston, Todd nuclear engineers and technicians will have the same responsibilities and will be subject to call for servicing the ship anywhere in the world.

"True Motion" Radar

A new "true-motion" radar that duplicates the navigation scene as it appears from the ship's pilot house and eliminates most of the plotting required with conventional radar, is being produced at the Radio Corporation of America's plant in Camden, New Jersey.

The new type radar for the first time provides the marine navigator with a forward-view picture of his

own ship moving "up" on the radar screen.

The new radar equipment has been installed on the world's first nuclear-powered cargo vessel, the N. S. Savannah, now nearing completion at the New York Shipbuilding and Dry Dock Corporation's Camden yards, and on three ships operated by the Mississippi Shipping Company, the S. S. Del Rio, the S. S. Del Sol and the S. S. Del Oro.

In true-motion radar the cathode-ray tube face becomes a chart where all moving objects, including one's ship, move at their own rates while fixed objects remain stationary.

This contrasts with relative-motion radar where one's own position remains fixed in the center of the screen and the sweep rotates around this point, painting map of "targets" in the range area. Fixed objects also move because of the movement of one's own ship.

Safety Citation To Steamship

The steamship M. E. LOMBARDI of the California Shipping Company's tanker fleet received the Ship Safety Achievement Citation of Merit for an outstanding display of seamanship and safety at sea. This award, jointly sponsored by the American Merchant Marine Institute and the Marine Section, National Safety Council, was presented to Captain Clayton Miller, former master of the tanker by Rear Admiral Allen Winbeck, USCG, Commander, 12th Coast Guard District in luncheon ceremonies at San Francisco's World Trade Center, recently.

On February 13, 1960, the LOMBARDI under Captain Miller's command went to the assistance of the Japanese training ship Toyama Maru, then apparently sinking in the Pacific

Ocean as a result of a serious leak. Under dangerous sea conditions, a boat was launched and the master of the training vessel brought aboard for consultation. When it was decided that the Toyama Maru might be repaired, the LOMBARDI furnished needed materials, ferried them to the stricken ship, and stood by for a day until a U. S. Coast Guard cutter arrived.

Noel Coward Musical Set On Cunard Liner

The new Noel Coward musical "Sail Away" is a comedy about the fun and foibles of a Mediterranean cruise.

The stage settings by Oliver Smith (who designed the sets for "My Fair Lady" and "Camelot") feature various sections of the Cunard liner Caronia including her sports deck, staterooms, and public rooms. The officers and crew wear authentic Cunard uniforms and many props such as deck chairs, telephones and water jugs were actually supplied by the Cunard Line.

To Round The World

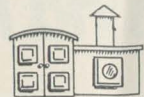
An 18-foot sloop, SPARTAN SPIRIT, left Bristol, England recently on a rather dangerous round the world cruise. She will be sailing west to east and is expected to finish the voyage in two years time.

The east-about route is predominately equatorial and unfavorable winds and ocean currents are expected for at least two-thirds of the 30,000-mile trip. The three-man crew will be testing various types of survival equipment.

The SPARTAN SPIRIT is constructed of wood and has been adapted to suit the special requirements for long ocean sailing. She has a Bermudian rig.

UNDER THE CHARLEY NOBLE

by Barry Edgar



Summertime — and the livin' is easy. When you venture out on open waters you'll be likely to encounter clear weather, good sailing and balmy days. Life at sea takes on a comfortable ambiance during the hot weather and shoreside residents who don't have the benefit of salt spray, playful porpoises and cooling breezes, would do well to forget the hot kitchen and live on a diet of ice cream. Regretfully, this is not very practical, so taking it easy should be the theme of your summer cooking — salads, cold foods and simple fare are just the trick for this casual season. But, it's also a time to have fun and a few novelty culinary ideas can help perk up lagging appetites.

The following are some ideas with nautical themes which should brighten your table on a peaceful summer evening. Each recipe serves four.

SEASIDE SOUP

- 4 leeks
- 1 tbsp butter
- 3 medium sized potatoes
- 2 cups chicken stock
- 1 tsp salt
- 2 cups cream
- ½ cup cooked shrimp
- 2 tbsps chopped parsley

Saute white part of leeks in butter. When tender, but not brown, add the potatoes, quartered and sliced, chicken stock and salt. Cook until potatoes are tender, about 20 minutes. Put all through a sieve. To the resulting puree add 2 cups of scalded cream. Add the shrimp and place in the refrigerator to chill. Serve very cold with finely chopped parsley as a garnish.

SQUARE RIGGER SALAD

- 2 cucumbers
- 1 cup cooked chicken
- ¼ cup chopped celery
- 2 tbsps capers
- 6 pitted olives, chopped
- 2 anchovies
- 2 hard boiled eggs, chopped
- ¾ cup mayonnaise
- ¾ juice of 1 lemon
- 8 toothpicks

- 8 slices cheese 2" x 2"

Cut 2 cucumbers in half lengthwise. Scoop out middle and chop, add next six ingredients, mix well. Add mayonnaise and lemon juice — mix. Mound salad into cucumber shells. Place toothpicks into middle of one end of cheese slice and pull out through opposite end. Insert toothpick vertically into salad so that the cheese sail billows forth. The toothpick is the mast — 2 to each boat.

BEACHCOMBERS SURPRISE

- 1 lb fresh asparagus or
- 1 box best frozen
- 4 fillets of sole
- ¼ lb flaked crabmeat
- 2 dozen shrimps
- Salt and white pepper to taste
- ½ lb mushroom caps
- 1 tbsp butter
- 1 tbsp flour
- 1 cup milk
- ¼ lb grated Swiss Cheese

Grease a baking dish and place in it a layer of half cooked asparagus. Cover with the sole fillets. Next add a layer of crab meat, then a layer of shelled shrimp followed by a layer of mushroom caps. Separately melt butter, add flour. Blend. Add milk, salt and pepper and Swiss Cheese. Stir until sauce begins to thicken and cheese is melted. Pour into the casserole and bake at 325 degrees for about 20 minutes.

THREE MEN IN A TUB

- 2 canteloupes
- 2 tbsps Kirsch
- 2 cups pineapple, chopped
- 2 cups whole strawberries
- 2 cups sliced peaches

Cut canteloupes in half, remove seeds. Sprinkle with Kirsch. Fill each tub with ½ cup of each of the 3 fruits carefully separated. Chill before serving.

If the above is all too much work and you've decided to live on that ice cream diet, here's a good start:

SEAMEN'S DAILY RATION

- ½ cup rum
- 1 pint coffee ice cream
- 4 cups cold coffee

Ignite rum and burn off alcohol. Mix rum with ice cream. Add ice cream to coffee and shake well. Pour into frosted glasses.



Dear SCI

These letters are unedited and reprinted in full where space permits. The English language may be difficult for those to whom it is not the native tongue, but the meaning intended could not be any clearer.

Our Conrad Library in the course of a day receives all kinds of requests . . . not all related to books and authors.

Recently Miss Colman, Head Librarian, opened her morning mail which contained the following request:

Gentlemen:

A group of associates and myself are endeavoring to locate and purchase a vessel that is a replica of any ship of historical significance to this country such as the "Santa Maria," the "Mayflower" or the like; or a pirate ship.

If you have any knowledge of the location and specifications of any such vessel we would appreciate very much hearing from you.

Sincerely yours,
/S/ Robert M. Brown
Vice President
W. M. Mason & Co.
P. O. Box 2248
Jacksonville, Florida

Perhaps one of our readers can supply Mr. Brown with some information.

* * *

The Marine Museum located on the third floor of SCI is a favorite spot for excursions among school children here in Manhattan. Recently we received the following letter from one young man who apparently is a regular visitor.

"Gentlemen:

I am in request of a photograph of the Titanic, for school. My whole

class is now studying that ship, and my teacher asked me to get a photo to show the class. I have been in the Church Institute, and I know that you have a photo of the Titanic. If you can't send me a copy of the one you have, maybe you can take a picture of the Institute's (photo) and send it to me.

Very truly yours,
(s) M. G.

Queens Village".

It took some digging, but with the help of the Museum's curator a photo of the Titanic was finally located.

"Dear M.:

Enclosed you will find the photograph you requested of the Titanic.

You will note that some pertinent information has been written on the back which possibly will be of interest to your class as well as your teacher.

Good luck in your studies.

Sincerely,
V. S. Briggs
Editor, THE LOOKOUT"

Back came one of the promptest thank you notes we've ever received.

"Dear Miss Briggs:

I've looked all over for a photograph of the R.M.S. Titanic for a little over a year. And I finally got my heart's only desire.

I can't tell you how happy I am to have the photo, so all I can say is thanks a million.

I am going to bring the letter and photograph to school next Monday.

Sincerely,
(s) M. G.
Queens Village".



Some 2500 suggestions for salvaging the *NORMANDIE* were submitted, from placing ping pong balls in her hull to cutting up the ship at the scene. One cartoonist suggested toy balloons be tied to the deck.

THE TUG OF WAR WITH DAVY JONES

BY RAYMOND SCHUESSLER

Ships that go out to sea go down sometimes, but more often than not, Davy Jones is forced to disgorge much of the booty. In a ceaseless tug of war, salvage companies are able to recover sunken ships and their cargo almost anywhere in the world. This business of reclaiming cargo and ships from the sea is important.

By recovering millions of dollars worth of property, produced by millions of man-hours of labor, they actually salvage consumer prices.

What's a salvage ship like? She is

ambulance, fire truck, stretcher bearer, a floating warehouse, a modern machine shop. Take the *Curb* for instance one of the top salvage vessels. This traveling factory is 293 feet long, 39 feet in beam and grosses 1202 tons. She may carry a complement of about 40. With a cruising range of 10,000 miles without refueling, she carries enough provisions to stay at sea for two months. Her equipment includes everything from a carefully indexed supply of nuts and bolts to a concrete mixer. She can attack almost every conceivable type of salvage work.

Almost every sunken or distressed ship presents a unique problem, but there are certain standard techniques, evolved through centuries of the trade, that can be applied. If new methods are needed, salvors are quick to devise new techniques to fit the challenge.

Sometimes a ship has to be sunk to be saved. When *El Estera*, an ammunition ship, caught fire in New York Harbor during World War II, it was headed toward the ocean and scuttled. With fourteen feet of water over her hatches, a "cofferdam" was used to bring her up. A cofferdam is a watertight compartment built tall enough to extend from the deck of a sunken vessel to the surface. Once all openings in the hull are sealed, the vessel can then be pumped out from the surface and the ship will pop to the surface like a bashful cork. This technique, however, can only be used in shallow water.

Sometimes when a ship is lying on her side exposed in shallow water, such as the time the *St. Paul* capsized in New York Harbor, more than cofferdams are needed to raise her. The *St. Paul* had come to rest at a 73 degree angle in 32 feet of mud, more than 2000 tons of which had worked its way inside her hull. First, the ship had to be rolled near enough to upright to permit building a cofferdam. Twenty-one 30-foot high A-frames were erected at intervals along the length of the starboard side protruding above water to serve as leverage for pulling tackles. Another set of cables rigged to the opposite side was run under the vessel and made fast to the opposite pier. These served as counter-anchors to insure the ship would be pulled upright rather than toward the pier. After the ship had been righted, 600 tons of rock ballast was chuted into the hull to hold it upright. Cofferdams did the rest.

One of the most difficult of marine salvage was the 122 day job of freeing

the steamer *Magdalena* after she stranded bow first in two feet of water off the Dutch West Indies. Salvors had to jack the huge vessel off the rocks into deep water, using much of the same muscle power a motorist must put to work should he find his car trapped between two closely parked vehicles. A car mouse-traped in that way can be cleared by repeatedly jacking up the front wheels, then pushing them away from the curb until the jack trips. Imagine doing that to a 5500 ton ship.

First, thirty foot long, 12 inch thick timbers were lashed alongside the ship and 47 one hundred ton capacity jacks formed a ring around the ship. These jacks, manned by workers standing on scaffolds suspended over the side of the ship, were dumped in perfect unison by signals from the salvage officer. Some 94 days later the ship had been raised 7½ inches; as the jacks were tripped the boat swung out 5½ feet. Two days later the bow had been swung 22 feet. In three more days the swing totaled 166 feet and she floated free.

All salvage jobs are not so simple; sometimes all that can be saved is the cargo. When the *Timber Rush* went aground in the Gulf of Mexico battering waves broke the ship in half. That left only one thing to do: save the cargo. Pulley cables were run from the stricken vessel to other ships and to shore. A six mile road had to be built to shore to allow trucks to pick up the cargo. After three months 3700 tons of the ship's 5800 ton cargo were saved.

Modern salvage technology has even made the search for sunken treasure simple. When the passenger ship *Columbia*, carrying \$175,000 in coins and bullion broke up scattering her valuables all over the ocean floor, divers went down with an air syphon that sucked up loose coin and cleared

(Continued on next Page)

away mud that hid the bullion. Amount recovered: \$170,699.35.

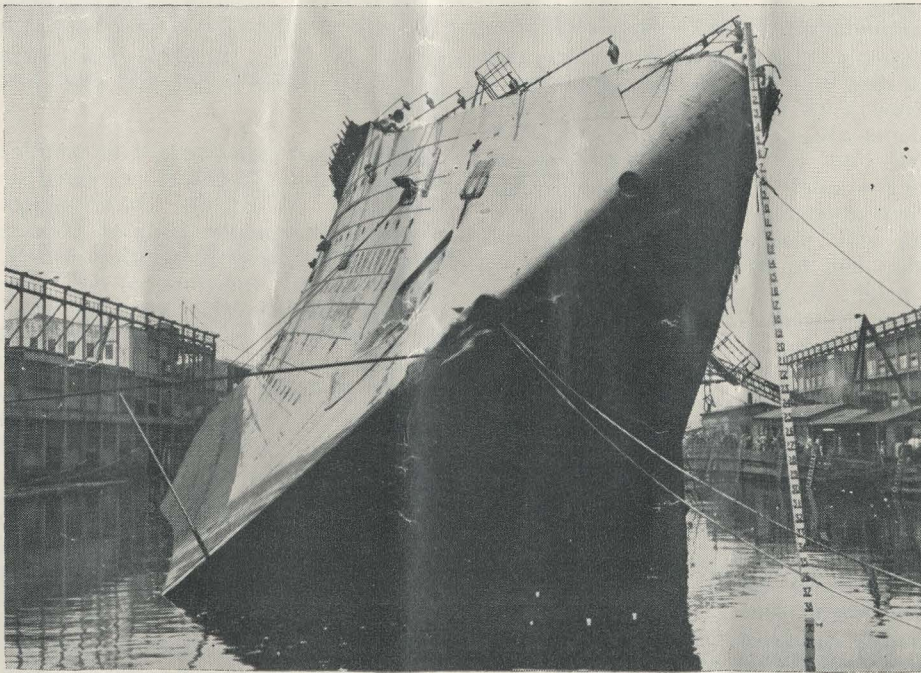
In almost every salvage job success or failure depends on a quick decision. Rampaging seas seldom give anyone a second chance. In a split second, the salvage officer has to measure in his mind's eye the entire operation from start to finish.

When the *Black Gull* caught fire off Montauk Point, Long Island, a few years ago, surging waves prevented salvage vessels from getting close enough to work. Her hull glowed cherry red, a huge hole burned through her port side near the waterline. There was no time to wait for the seas to calm. Quickly it was decided: tow the ship 165 miles to New York and sink her in shallow water. When the ship was refloated, over \$400,000 of tin, zinc and castor oil was saved.

Today, nearly every sunken ship, if worthwhile, can be salvaged.

Salvors are indeed "men against the sea" in a ceaseless struggle to retain and recapture what man had worked so hard to make. As Captain O'Malley, salvage engineer for 25 years, said, "We may not get back everything the sea takes from us, but considering the odds against this huge elemental force, we are not doing too badly."

Ship salvaging probably began with the first prehistoric boat. When sea commerce began to flourish, storms and pirates scuttled many ships which lay up-ended like ghost fleets beneath the sea. Much valuable wreckage was thus cast ashore for lucky beach-combers. So intriguing did seaborne gifts become that when wrecks did not come fast enough ("false lights" a crime since Roman days) were shown to invite passing ships to crash on treacherous rocks.



Divers patched 356 open ports and sealed off all deck openings with patches of steel and wood. The largest patch weighed 52 tons, was 54 feet long, 22 feet wide, three feet thick. Some 93 pumps sucked out water. She was freed September 15, 1943, almost a year and a half after she went down.

TWO WAYS YOU CAN HELP

NOTE: *Although seamen pay more than half the cost of running Seamen's Church Institute, we still operate with a deficit.*

INVEST IN THE FUTURE — Your gift of \$9,000. will be invested and its annual income will meet the costs of running the Institute for an entire day . . . your day. Your name, or that of the person to whom you wish to establish a memorial, will be inscribed in our Book of Remembrance, on display in the Chapel of Our Saviour at the Institute. Each year when the page is turned to your day, you or the person designated, will be remembered in prayer during the daily Chapel service.

INVEST IN TODAY — Your annual gift of \$273.97 will meet the cost of operating non-revenue producing services for an entire day. These services include religious counseling, wholesome recreational activities and a host of personal services which are needed to make the way of seamen ashore a little easier.



MANILA GALLEON. *By F. van Wyck Mason. 490 pp. Boston: Little Brown. \$5.95.*

Lovers of sea adventures will find every chapter of this book exciting. Considering its length that's quite a compliment to its author.

It is the true story of Commodore George Anson's four-year expedition (1770-1774) into the South Seas where he was ordered to harass Spanish ships and capture the richest prize of all, the Manila Galleon.

The most exciting section of the book covers the winter passage off Cape Horn. Two ships desert the expedition, a mutiny occurs on another and the crews aboard the remaining ships suffer the ravages of scurvy.

RADITZER. *By Peter Matthieson. 152 pp. New York: Viking Press \$3.00*

Raditzer is an evil man, right from the beginning to the very end of this book. Not once is the reader permitted to feel the slightest sympathy for him.

Basically, however, the chronicling of Raditzer's evilness is not the point of the story. It is the old argument of who really knows what is good and what is evil. Along the way it demonstrates another old truism that the evil in some men sometimes drives out the good in others.

THE MOONRAKERS. *By Robert Carse. Illustrated by Ray Houlihan. 176 pp. New York: Harper & Bros. \$4.00*

A "moonraker" was a small sail carried above the royals on American

clipper ships. As a sail it was of little use, but it was just one more challenge to the wind. And clipper ship captains liked that.

This book is an interesting account of the clipper ship age and it is told in the terms of the men who built and sailed in the great ships. It is the story of Donald McKay, Nat Palmer and James Prescott.

Mr. Carse also gives the reader vivid descriptions of the port of New York during the era of sailing ships.

CREATURES OF THE SEA. *By Captain William B. Gray. Illustrated. 209 pp. New York: Wilfred Funk Inc. \$3.95.*

Captain William B. Gray, director of collections and exhibitions at the Miami Seaquarium, in the course of his work finds himself in any number of fishy situations . . . some humorous and others dangerous.

Captain Gray gives excellent glimpses into the day to day habits of some very unusual marine creatures and he also hands out some tips on collecting them.

This book will be of great value to fans of the underwater aspects of marine life.

According to the Associated Press there is a sailor who answers the telephone in the chaplain's office at the Naval Air Station in San Diego, and says:

"Chaplain's office. Christian speaking."

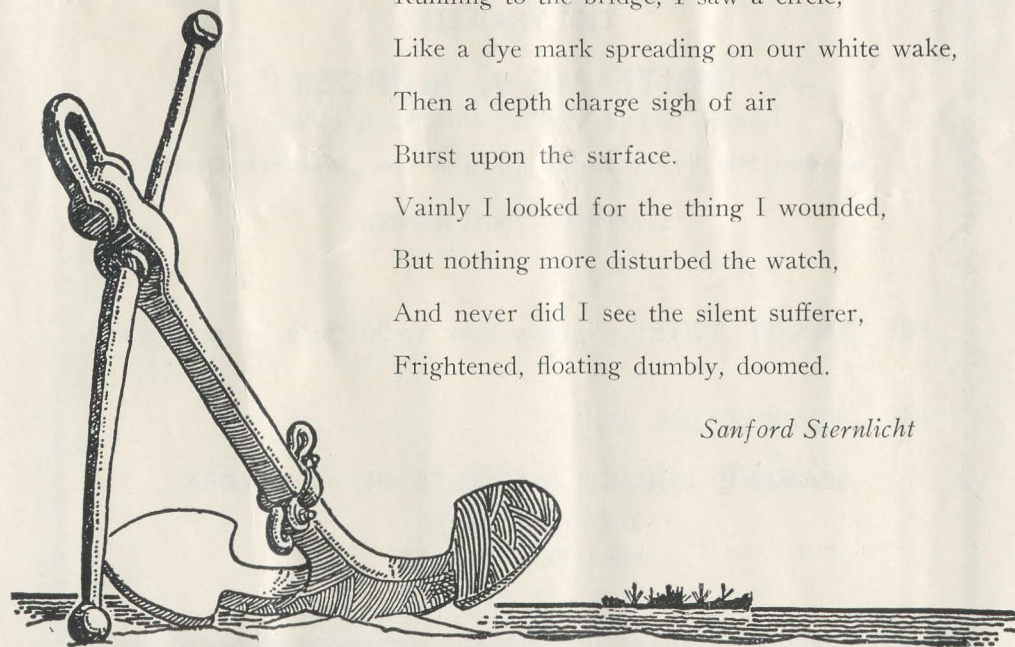
The sailor's name is Troy Christian. His predecessor's surname was Lord.

STEAMING AS BEFORE

On a dog watch
 When the flaming firebrand of the Skyman
 Had been thrust deep in the black sea
 So that only on the western sky-splice
 Was there any light left,
 My knife-ship struck hard on a floating object,
 Lifted up her ice bow and her fantail,
 Screw blades whirling wildly for a moment,
 And then settled blindly to her reckoned ways.
 In the dark
 The lookout had not seen the Grayback,
 While I was busy in the charthouse
 When we climbed the floating isle of flesh.

Running to the bridge, I saw a circle,
 Like a dye mark spreading on our white wake,
 Then a depth charge sigh of air
 Burst upon the surface.
 Vainly I looked for the thing I wounded,
 But nothing more disturbed the watch,
 And never did I see the silent sufferer,
 Frightened, floating dumbly, doomed.

Sanford Sternlicht





Save this date

Wednesday, November 15th

**SEAMEN'S CHURCH INSTITUTE
THEATRE PARTY**

THE THRILLER

— "WRITE ME A MURDER" —

Formerly Entitled "When No One Is Looking"

London Hit by Frederick (Dial M for Murder) Knott

STARRING — KIM HUNTER

PRE - THEATRE BUFFET — New York Yacht Club — 6:45 p.m.

FOR RESERVATIONS WRITE:

SEAMEN'S CHURCH INSTITUTE OF NEW YORK
25 South Street
New York 4, N. Y.