



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



MAY 1966



WHAT HAVE YOU THEN, MY LOVE?

What have you now from the sea, my love?
What have you brought for me?

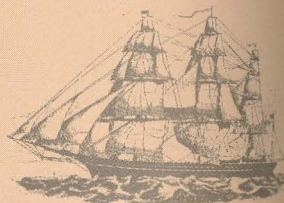
I have brought naught from the sea, my love.
But what I took out with me;
For the wind's sweep on the dusky crests
Offered me nothing of time or rest
That I might dream through an hour of peace
Of the thing I should bring when the storm's release
Landed me safely ashore.

And have you then come from the sea, my love,
With never the slightest thing for me?

I have brought back from the stormy sea
That thing I have got from thee.

And what can that be, my love, true love,
And what can that be my love?—
The locket of hair from my curl, my love,
Or the kiss I have given thee?

Ay, it was more than the hair, my sweet,
And more than the waiting lips,
For every turn of the winds repeat,
Her love that follows the running ships
Will ride the brunt of the wave's white front
Till it crashes crazily,
And rising yet will never forget
The course laid out for me,
Till I turn me home
Through the storm-flecked foam
With the love I have brought for thee, from thee,
With the love of such as we.



L. A. Davidson

the LOOKOUT

Vol. 57, No. 4

May 1966

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SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
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Published monthly with the exception of July-August,
February-March, when bi-monthly, \$1 year, 20¢ a copy.
Additional postage for Canada, Latin America, Spain, \$1;
other foreign \$3. Back issues 50¢ if available. Gifts to
the Institute include a year's subscription. Entered as second
class matter, July 8, 1925, at New York, N. Y. under the
act of March 3, 1879.

COVER: A vista to the open sea beyond is framed by the
jagged opening in the foreground rock barrier—carved
and eroded by the wind and ceaseless action of the waves.

On The Ball at Eight Bells



Climbing the ladder within the Titanic Tower . . .

For fifty-three years, at about 11:45 A.M. each day — with exception of Saturday and Sunday — one of the SCI engineering staff has climbed the winding ladder within the Titanic Tower. Upon reaching an upper landing, he lowers an iron ladder from a hatch opening and clambers up to a very small area which houses the mechanism for hoisting the famous SCI "time ball" to the top of its staff.



. . . to hoist the time-ball . . .

The task of elevating the ball by a hand windlass currently falls to José Ortiz who, among other chores, makes replacement keys for the numerous door locks at SCI.

Once raised into position, the ball is held in place by a special mechanism until it is tripped and released by an electrical signal impulse emanating from the U.S. Naval Observatory in Washington, the signal transmitted to SCI via Western Union.

The ball is built of a light metal framework (resembling the structure of the World's Fair "Unisphere") and covered with a waterproof canvas. When released at precisely 12:00 o'clock noon (eight bells) EST, the ball plummets down its shaft, its impact cushioned by an arresting arrangement, and disappears from view of the groundlings checking their watches or the ships checking their chronometers.

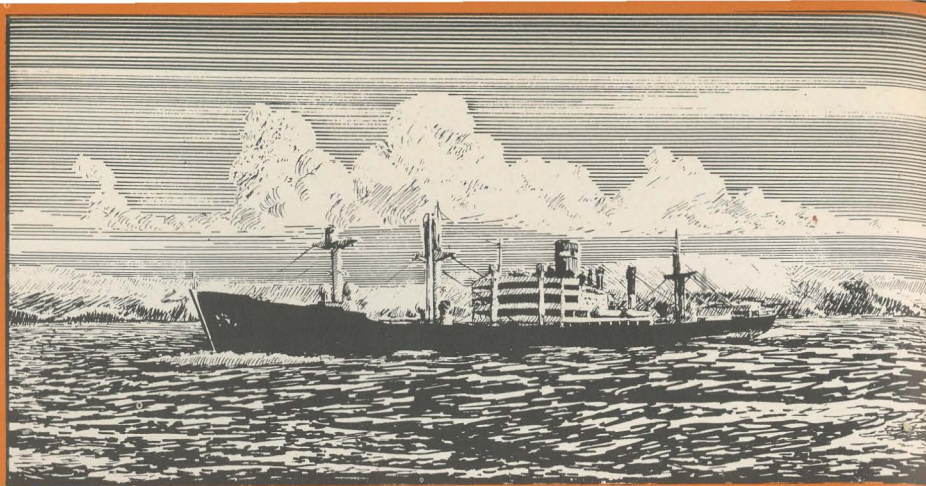
There may have been some mechanical failures of the SCI apparatus over the years, but, if so, few remember such instances.



. . . to top of the staff.

The SCI time ball may well be the only one of its kind remaining in the world. A curator of horology (science of measuring time) from the California Academy of Sciences in San Francisco once opined this was so.

Time balls trace from pre-radio days and were displayed and visible in ports so that ships lying at anchor could see them and correct their chronometers.



Letter from Saigon

Seamen's Church Institute
New York, New York

Dear Chaplain,

Away from the Trade Winds . . . at the edge of the peoples' turbulence . . . the sea and the land in a truce . . . present, to the mariner, a pleasant refuge here at the mouth of the river Saigon and a river named Mekong. Ships wait as curbed messengers bossed by anchors.

As the sea swells busy the ship, she grows in the tail and curtsies by the head to the mates and the mountains. We, our ship (by way of San Francisco, Guam and Manila), are one of thirty-five ships — and sometimes more — waiting to dock and unload in Saigon forty miles up the river.

The ships, as they crawl down the wind to leeward anchorage . . . fat with soldier rations, machinery, powder, sandbags, 7-Up, tobacco and books . . . , are not unlike horses seeking a footing at Aqueduct race track. Flags on the ships showing from here are of Japan, Scandinavia, Britain, U.S., China; at a wind-shift, the ships swing about from the hook in straggled unity like old soldiers in a tired parade. It is what the fellow from Brooklyn aboard here says, "The otha side is a new pichsha."

Today is our fifteenth day waiting for a dock. We are a military charter. Cargo aboard here is embassy furniture, dry foods, office machines. We do not altogether escape the traders here in this Saigon anchorage; the Armed Forces radio is replete with horse-trader huckstering, cowboy loners and suffering singers.

There is no shore-going. In Genesis the Main Time Keeper admonishes Noah to build two windows in the Ark. There is not a window, not a porthole letting a sea wind in this entire ship. The portholes are bolted over and glassed out.

A man goes to sea so he can sleep in a sea wind.

We have an A.B. aboard here who keeps his head covered — while he eats, sleeps and works. It is because of a girl named Carla back in Manila. They once had a hair-styling parlor on the dockside. The window sign said "Hair Styling USA." They prospered. The A.B. helped with sea trips.

Carla calculated, Carla grew at the bank . . . grew . . . until the A.B., at the end of a long sea trip, found the shop shut. When he called at Carla's new uptown place, Carla had her chauffeur call the police.

The A.B. says virtue has never been as respectable as money. The men here say it is just as well; because Carla really couldn't cut hair, could hardly count, and didn't improve.

W. H.

We are a kaleidoscope of the waterfront

A look-in on the world's largest shore home for merchant seamen . . .

Professional dancer Bonnie Lenore livens up the evening in the International Club



Dancer Bonnie and a portion of the crowd



Dancers swirl in front of the band



Dancing at SCI's International Club in the headquarters building in Manhattan and in Mariners Center of Port Newark is a highly-popular form of entertainment in the evening hours for seamen.

Dances are held in the International Club each Tuesday and Thursday evening; at Mariners Center on Wednesday night. The Center has recently acquired a bus which now picks up seamen each late afternoon from ships berthed at various piers in the Port Newark area and returns them to their ships when the Center closes.

This new service has zoomed attendance. Formerly, seamen from vessels berthed at piers remote from the Center were reluctant to walk the four or five miles to it. The bus is also used to bring the hostesses from various New Jersey points to the Center for the Wednesday dances.

The International Club held a gala dance this month, celebrating the eighth anniversary of its establishment, replete with a floor show, prizes, favors, balloons and all the rest. Photos shown on this page were taken at the Club at a previous recent evening dance.



Souvenir of a day spent showing the crew of the Polish ship *K. I. Galzcinsky* around points of interest in New York is shown by SCI shipvisitor Peter Van Wygerden. Following the day's activities — culminated by refreshments served to the crewmen at SCI — the group presented Mr. Van Wygerden with a doll dressed in national costume.



Suffragan Bishop of the Diocese of New York, The Rt. Rev. Charles F. Boynton, spoke briefly to SCI staff in April following services in the SCI chapel. The Rev. Mr. John M. Mulligan, SCI Director, and The Rev. Dr. R. T. Foust, head of SCI's Department of Special Services, were amused by one of the Bishop's observations.

A recent exhibit showing oils of artist John N. Barron was held in the lecture gallery of SCI. All oils were of New York waterfront scenes. Scanning a portion of exhibit are Douglas Whiddon (left) of the Department of Education, Mrs. Barron and Mr. Barron.



THE UNSINKABLE KOREAN IRONCLADS

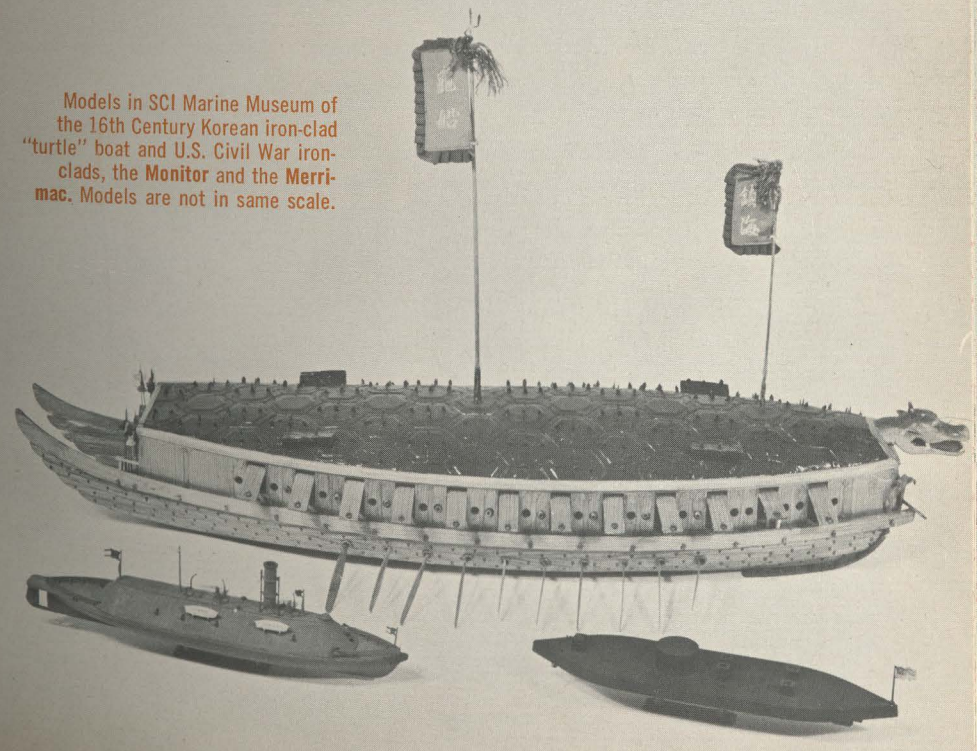
by
Donald W. Lewis

On March 9, 1862, the *Monitor* and the *Merrimac* battled off the Virginia coast, marking a historic first. While it was the first time ironclad ships fought each other, the principle had been used previously—250 years earlier in Korea.

In 1592, Hideyoshi, the Regent of Japan, ordered an invasion of Korea. The ruler planned his objective well. Accompanied by troops equipped with Dutch-purchased muskets and with terrifying "war masks" to horrify superstitious Korean peasants, he set sail for Pusan just 100 miles across the Korean Strait.

Meanwhile, the Korean king had fled northward to safety and one of his admirals, Sun-Sin Yi, was then given command of 12 wooden Korean ships with which to defend the homeland. When the Japanese convoy was spotted off the coast of Pusan, the Koreans attacked aggressively, destroying most of the Japanese ships.

(Continued on page 11)



Models in SCI Marine Museum of the 16th Century Korean iron-clad "turtle" boat and U.S. Civil War iron-clads, the *Monitor* and the *Merrimac*. Models are not in same scale.



THE SEA SURGEONS

by Raymond Schuessler

Ships in ancient times took a rugged breed of men to sea, who survived not only the crude hardships of sailing life, but a complete lack of good medical treatment.

The captain usually performed the necessary roles of priest, policeman and physician. He carried the popular *Cox's Companion to the Sea Medicine Chest*, in which most known diseases were numbered, listing the possible symptoms for each.

After a brief examination of the patient, the captain would boldly guess what number disease was involved and blandly prescribed the number remedy. It is said that one captain, when he had no more of the required bottle of Number 8 remedy, merely concocted a dash of Number 5 and Number 3 to establish the proper numerical antidote.

The history of sea physicians goes

back into antiquity. In the second century A.D., during the reign of Hadrian, each ship carried one physician for every 210 men. And when St. Paul sailed to spread his gospel, we know he had the revered religious physician, St. Luke, accompanying him.

We are fairly certain that the adventurous Vikings never had a doctor aboard during their voyages.

It was probably Homer who spoke first of sea doctors sailing on war maneuvers against Troy during the days of ancient Greece. When the mighty Spanish Armada set sail against England in 1588, it carried 85 surgeons and assistants—probably the only organized naval medical unit up to that time. The British navy, too, inaugurated a medical service about this time.

Aside from treating sea-battle

wounds, the ships' doctors could do very little toward maintaining the general health of the seamen—considering the conditions under which ships took to sea in those days. The wooden ships leaked, leaving damp quarters for the rheumatism-racked sailor. Rats were constant companions, and scurvy, a terrifying threat, could wipe out an entire crew, as it did on Magellan's ships in the 16th century. One historian, Sir John Hawkins, reported: "10,000 English sailors died of this disease during my 20 years at sea."

A Scottish physician, Dr. James Lind, in the 18th century revived an earlier discovery of Sir Richard Hawkins, who prescribed fruit juices in a seaman's diet around 1593. In 1795, the British Navy ordered lime juices for every seaman, and scurvy soon disappeared. It is interesting to note that Hippocrates first diagnosed scurvy as a dietary deficiency more than 2000 years ago!

There have been many famous sea doctors, such as Dr. Thomas Dover, surgeon on the ship that rescued Alexander Selkirk—the model of Defoe's immortal *Robinson Crusoe*. And Sir Arthur Conan Doyle, the creator of *Sherlock Holmes*, who wrote while serving as surgeon on the *Mayumba*:

"After having the African fever, been nearly eaten by a shark . . . and having the ship catch fire . . . I am now safe." Little wonder he retired to the relative security of literature.

And there was the famous physician of the *Bounty*, Dr. Thomas Ledward, who faithfully followed Captain Bligh into the castaway with his small medical kit.

* * *

by E. H. Echols

Since the days of *Cox's Companion*, carefully-planned provisions have been made for handling illness and accident, as well as for general safety conditions on shipboard. A modern *Ship's Medicine Chest*, published by the U.S. Department of Health, Education and Welfare, has replaced the old one. It is supplemented by a succinct but com-

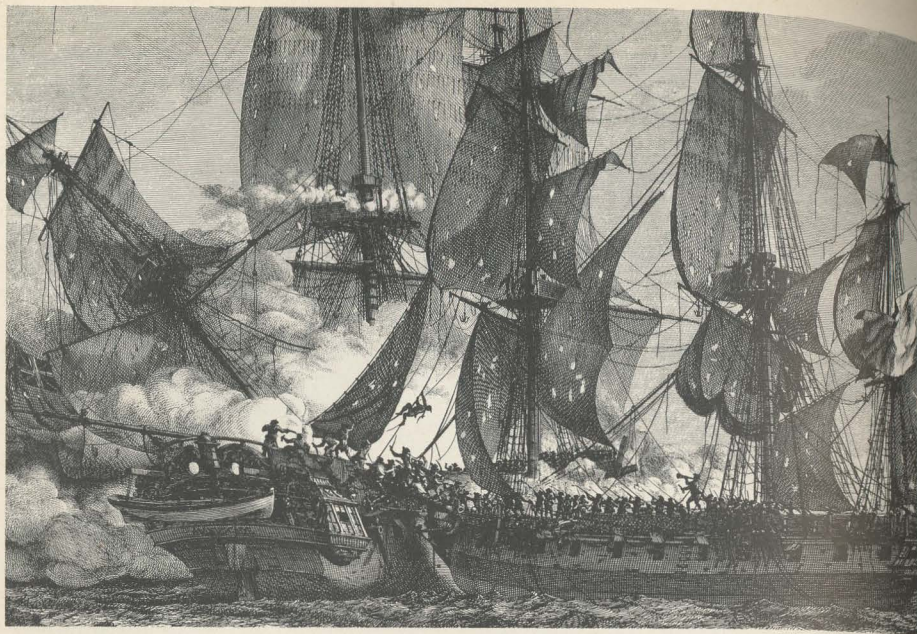
plete description of first aid and ship sanitation in the *Merchant Marine Officers Handbook*. The two books may be found, no doubt in a well-worn condition, on every merchant ship.

In 1922, SCI, together with the U.S. Public Health Service, published the "Manual of Ship Sanitation and First Aid," a basic medical instruction book for officer candidates and ship's use.

Both ships and crew must receive a clear bill of health from the authorities before shipping out. Every seaman undergoes a rigid physical examination administered by the Public Health Service under the eagle-eye of the Coast Guard. All U.S. ships are inspected by Customs and quarantine officials after a foreign voyage and before entering home port. Thus, healthful conditions are consistently maintained and incidences of the spreading of contagious disease kept to a minimum.



Seventeenth Century medical chest of a type commonly found on ships of that time.



Although freighters, unlike today's passenger ships, still do not carry a physician, the captain and his officers are now much better qualified than their old-time predecessors to treat wounds and illnesses. (A freighter carrying more than twelve passengers must have a physician.) Before taking the examination leading to the rating of Third Mate, each candidate must first pass a first aid test dealing specifically with shipboard safety and health.

The "ship's medicine chest" contains all the most common drugs from aspirin to morphine, ointments, disinfectants, powders and a great variety of surgical and dental supplies. Much of the chest's contents is kept under lock and key, available only to the ship's officers to administer with the utmost caution. A room is set aside as the "hospital," where the inevitable colds, scratches and other injuries resulting from accidents are treated.

Where more professional help is required, the ship will radio for advice from the doctor of a nearby passenger ship. If the case requires surgery or other treatment unavailable on a freighter, the man may be transferred to a passenger ship or ashore to a marine or military hospital. Nowadays,

a merchant ship is seldom completely out of range of a radio.

As many LOOKOUT readers may know, the communications system for ship-to-shore medical messages was pioneered by the Merchant Marine School of SCI. In 1921, Captain Robert Huntington, then the School's principal, in cooperation with the Public Health Service, installed a radio transmitting and receiving station on the thirteenth floor of the Institute. The station (Radio KDKF) was assigned the call letters of XXX MEDICO XXX.

When the station received an urgent radioed request from a ship at sea for medical procedure to be followed in treating a sick crewman, the message was relayed to a doctor at the Public Health Service Marine Hospital (then in Manhattan). The doctor's advice was then transmitted back to the ship via KDKF.

By 1922, KDKF was receiving more traffic than it could handle. It ceased operation, and its function was transferred to Radiomarine Corporation, a subsidiary of RCA. The SCI radio medical communications experiment has also inspired the setting up of similar radio services throughout the world.

THE UNSINKABLE KOREAN IRONCLADS

In 1593, a truce was declared, and the war ended. Admiral Yi was rewarded with a high government post in Seoul. He proved, however, a better sailor than politician — his enemies stripped him of his post; he was tortured and thrown into prison.

In 1597, Hideyoshi renewed his attack on Korea, this time with a fleet of 500 ships. In desperation, Admiral Yi's political opponents released him from prison to fight the war, and he hurried to Yosu, a southern port city, to take command of the fleet.

The Koreans begged China for help. China complied by sending an army to assist. The Japanese began retreating rather than fight both China and Korea, burning and looting Kyongju, capital of the Silla dynasty as they fell back.

By 1598 the Japanese had no more

(Continued from page 7)

stomach for their ill-fated Korean adventure and prepared to make a total withdrawal of their considerable forces.

But Admiral Yi, anticipating this eventuality, had created a strong fleet, his ships fitted out with iron domes which covered each ship completely from bow to stern.

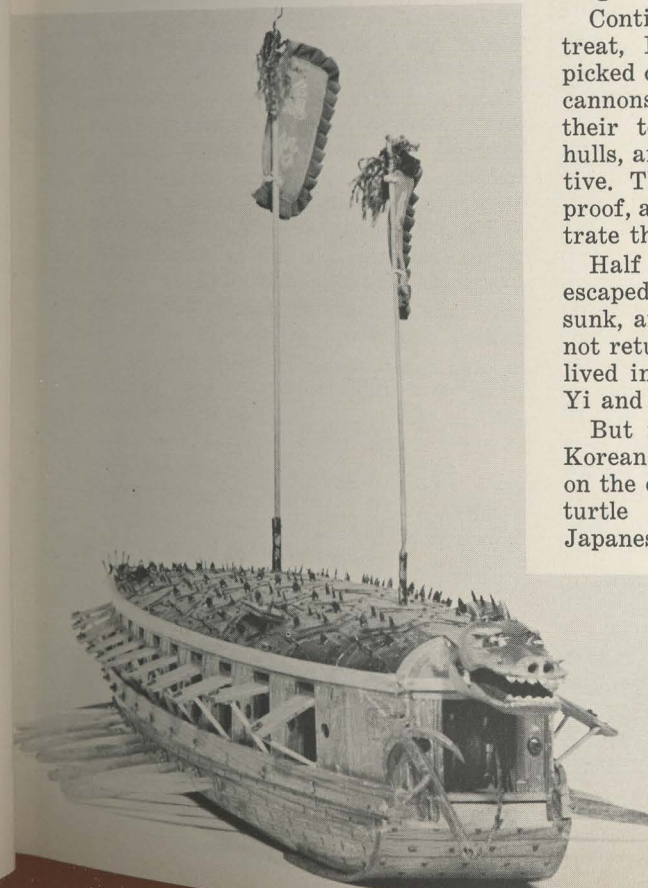
The unique overall appearance of such a ship was as of a giant turtle — except that the Korean turtle ships were propelled by oars, not flippers.

A massive, gaily-painted dragon's mouth not only provided a smoke-screen, but terrorized superstitious Japanese sailors. As a further precaution the turtle ships' armored domes were studded with sharp iron spikes to prevent boarding, had rams attached to the bows, were stocked with incendiary arrows as standard equipment, and had long-range cannons.

Continuously harrassed and in retreat, Hideyoshi's fleet found itself picked off at long range by the Korean cannons; at closer range the rams took their toll of frail Japanese wooden hulls, and the fire arrows proved effective. The Korean ships were board-proof, and enemy shells could not penetrate the iron domes.

Half of Hideyoshi's battered fleet escaped to Japan, but 200 ships were sunk, and fifty thousand Japanese did not return home. For 300 years Korea lived in peace and solitude, thanks to Yi and his iron "turtle ships."

But fate was unkind to the great Korean naval strategist. He was killed on the deck of his flagship even as his turtle boats were devastating the Japanese fleet.



Bow view of Korean "turtle" boat showing fearsome dragon head and iron dome studded with spikes to repel a hostile boarding party. Toboggan-like contrivance at bow suggests protection against rocks or when beaching. Model shown was donated to SCI Marine Museum by the late Syngman Rhee of Korea.

Lionel Lukin

BUILDER
OF THE



FIRST
LIFEBOAT

by F. G. Whitnall

Far from the open sea and miles from any tidal water lies the quaint old market town of Dunmow in Essex, England. Familiar once to the Roman centurions and later to its Norman conquerors, history since seems to have largely passed it by. Yet this quiet corner in the south of England is remembered today as the birthplace of Lionel Lukin, the original inventor of that 'principle of safety' which gave birth to the modern lifeboat and an institution held in high regard by those on land and sea.

From an early age this inquisitive boy was known to possess extraordinary mechanical ability and after a brief schooling he served his time with a professional coachbuilder. At 25 this inventive young man found himself a member of the Coachmakers' Company and the owner of a fashionable coach-building business in Long Acre.

Among his clientele were members of the nobility and many of the aristocratic families then living in London, who not only patronized his business but also showed considerable interest in his original ideas. Many openly encouraged him to develop this scientific bent, and even the Prince Regent, later George IV, who was also a personal friend, encouraged Lukin to produce a prototype of the 'unimmovable boat' which he claimed to have created.

For many years it has been popularly believed by the locals that Lionel Lukin carried out his first experiments with his model lifeboat on the small 'Doctor's Pond' in his native town. Of this we cannot be sure, but it is known that by 1784, when Lukin was 42, his plans for an 'unimmovable boat' had reached an advanced stage. During this same year he bought and converted a Norway Yawl which carried out a number of successful trials on the Thames. Following this success, Lukin submitted to the Patent Office the details of his invention for 'an improved method of construction of boats . . . for either sail or rowing which will neither overset in violent gales . . . nor sink by any accident when filled with water . . . 'A month later, in December, 1785, he became officially recognized as the inventor and patent holder of the first lifeboat. Several years later, when others were claiming the credit for this remarkable invention, it was not surprising to read that our Essex-cum-London coachbuilder stoutly contested these false claims.

In the meantime, Lukin's work had been noted with keen interest by a Dr. John Sharp who was perpetual curate in the tiny Northumberland village of Bamburgh. Among other things, Dr. Sharp was responsible for

administering the Crewe Charitable Trust which provided a fund to help mariners who were endangered by, or who had been in distress resulting from shipwreck.

Dr. Sharp himself had been instrumental in setting up apparatus to help warn passing ships of the dangerous coastline thereabouts, and devices were available for helping effect sea rescue. His main concern was for the provision of a boat which could be manned by all volunteers from the village, some of whom were not experienced sailors.

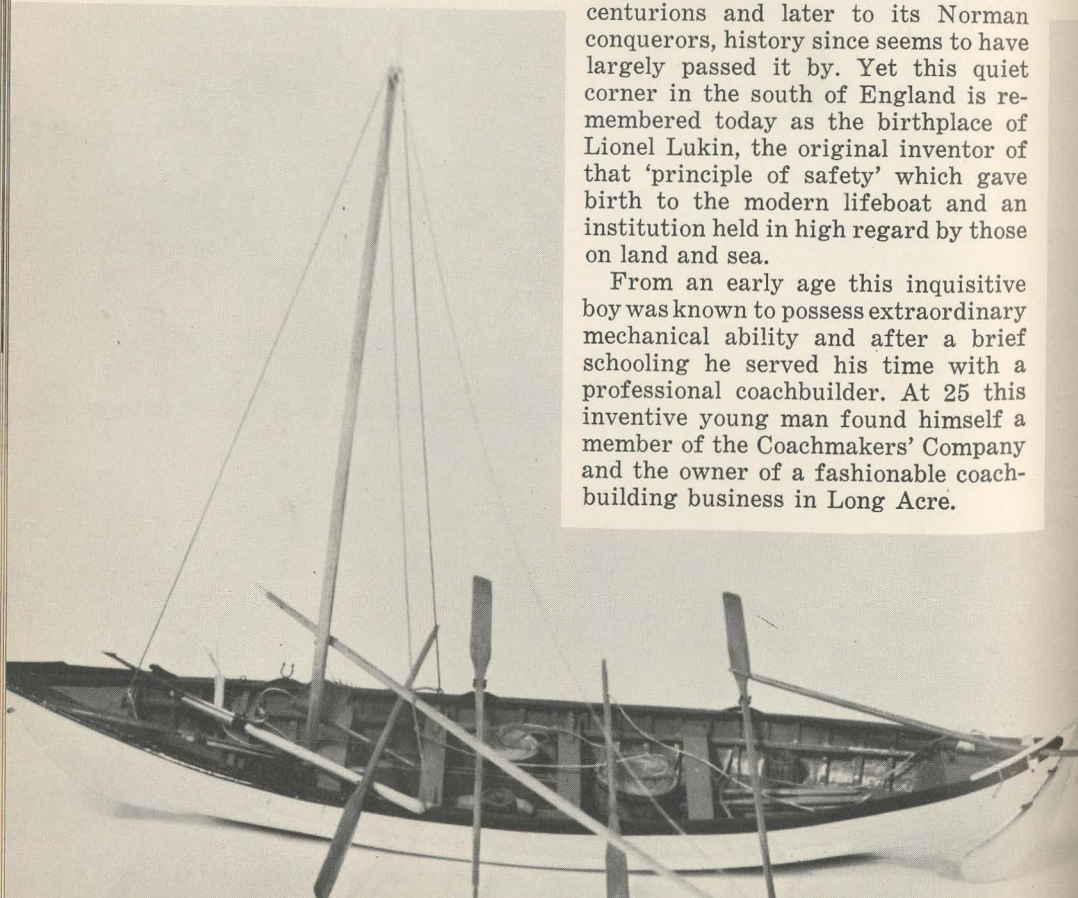
It had been found in the past when trying to carry out rescue operations that the only people who could manage to handle the boats effectively were themselves away at sea. Thinking of the local needs, and the possible prejudices, Dr. Sharp sensibly asked Lionel Lukin to convert one of the locally familiar cobbles into an 'unimmovable boat'; which he did by fitting a number of airtight and watertight compartments under the seats.

In 1786, the boat was delivered to the village and during the same year it is known to have made several rescue attempts and saved a number of lives. Four years later, when Britain's first regular lifeboat station was established in this isolated Northumberland village, Lukin's boat was still in service.

Lionel Lukin retired from his London business at the age of 82 and went to live in the quiet seaside town of Hythe in Kent. 1824 was a memorable year for our aging inventor, because it marked not only the end of his active public life, but also the founding of the National Institute for the Preservation of Life from Shipwreck. The objects of this society must have been very close to Lukin's heart and he was able to watch its steady growth over the next ten years.

When he died in 1834 a fitting epitaph marked the headstone at his grave in the parish churchyard. Briefly and uncompromisingly it stated that "This Lionel Lukin was the first who built a lifeboat and was the original inventor of that principle of safety, by which many lives and much property have been preserved from shipwreck."

Condensed from *Nautical Magazine*.



Type of craft similar to Lukin's design
Model from SCI Marine Museum.

TORPEDOED AT SEA

Alfred B. F. Halestrap, 1920



CAPTURED BY PHILATELY

Alfred B. F. Halestrap today

Talk to just-retired Navy and merchant seaman Alfred B. F. Halestrap, who makes SCI his headquarters when he is in the neighborhood, and you'll find he likes to talk about his stamp collection — "covers," the philatelic fraternity call them — best of all.

A special selection of 113 of his "covers," termed "Sea and Space," is currently on exhibit in SCI's Marine Museum and will remain on view through Labor Day.

Very proud of his stamps is the peppery British-born seaman, a veteran of sea service through two World Wars and which began for him as a British Royal Navy tar in 1916 when he was fifteen years of age.

He is, he says, most grateful for the stamp-collecting hobby, not only because it has provided him with countless hours of education and recreation, but because, most importantly, it has been a potent therapy in his recovery from a series of devastating war-time experiences.

These range from the shattering trauma of torpedos blasting his ship, the *HMS Hilary*, to the bottom when off Iceland in 1916, to running aground in the ammunition-laden *SS Sahale* on an Arctic island off Archangel in 1942 (20 degrees below temperatures) to escape 45 German bombers pursuing the convoy. He has, as a souvenir from this latter experience, a citation signed by Former President Truman and the Silver Star decoration.

He has almost total recall of the details of his seafaring experiences. But

let him tell it — his *Hilary* torpedoing:

"We were on northern patrol between Iceland and the Shetland Island. Suddenly we were struck by a torpedo. I ran to my action-station and had just reached it when another torpedo struck and abandon-ship order was given.

"Upon reaching the boat deck I found, to my horror, that my assigned lifeboat was by then far out from the ship. In desperation I grasped a steel guy cable to the water, slid down it, oblivious to the fact that the frayed cable was slicing the flesh of my hands and body. Shortly after I had reached the lifeboat by swimming, a third torpedo struck the ship, together with a lifeboat alongside."

The then fifteen-year-old sailor, together with the survivors, was rescued by a fishing boat and brought in to Scapa Flow.

Following the end of World War I, he shipped on a North Sea fishing trawler, then on a number of American vessels; became a union organizer in Galveston and Houston; worked in union offices in New York.

In 1941 he served on a U. S. tanker. It was after his *SS Sahale* experience that he and the rest of the crew came ashore for rest and rehabilitation. Finally, after a time, he went on a 30-day voyage on a gasoline tanker for Antwerp.

Seaman-sailor Halestrap retains his interest in the sea, but his one consuming interest has become the tracking down and acquisition of rare stamps.

—H.G.P.

MEET THE BOARD

Clifford D. Mallory, Jr.



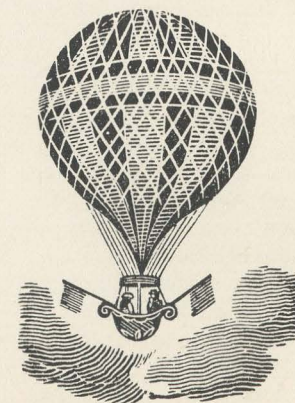
Elected to the Board of Managers of the Institute in 1947, Clifford D. Mallory, Jr. became a lay vice president in 1959. He has served on six committees: Special Services, Executive, Planning, Real Estate, Fine Arts, and Ways and Means; being a chairman of this latter committee from 1952 to 1963.

Mr. Mallory is descended from one of the oldest shipping families in this country, the first of his seafaring ancestors being a privateer in the Revolution. It is believed that the Mallory houseflag dates back to 1819. Mr. Mallory served as a Lt. Commander in the U.S. Navy as an operations officer on the staff of the late Admiral William F. Halsey in the South Pacific.

He later became an instructor in maritime history at the U. S. Merchant Marine Academy, Kings Point. He attended the Lawrenceville School in New Jersey and apprenticed in shipping, as his father and grandfather before him, in Great Britain as well as at sea prior to entering his father's business in 1938.

He is the president of C. D. Mallory & Company, Inc., who specialize in ship brokerage and agency work. He is also chairman of the board of Permal International, Inc.; director of the Marine Historical Association, Inc. at Mystic Seaport; a governor of India House; a member of the board of The Episcopal Church Foundation. He has been closely associated with both maritime and church interests for many years.

Back in 1915, THE LOOKOUT of November listed among the SCI October educational and entertainment features, this item: "Aeroplanes. What They Are and How They Fly." Illustrated lecture given by E. Adrian von Muffling, Esq.



Rear Admiral George van Deurs, USN, Ret., of Belvidere, Calif., sent *The Lookout* the picture on this page, commenting as follows:

"Seamen who have picked up cargo in the Arabian sea are familiar with dhows, like the one shown here making sail off Calicut. Few, however, realize these vessels are practically identical with the ones Barbary pirates used in the Mediterranean at the beginning of the 19th century. Then they captured our merchant ships, enslaved their crews, and fought our frigates."

The SCI Marine Museum has, in its collection of ship models, several dhows as well as other vessels which show the dhow-design influence.

