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LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we suggest the following as a clause that may be used:

"I give and bequeath to **Seamen's Church Institute of New York**, a corporation of the State of New York, located at 25 South Street, New York City, the sum ofDollars."

Note that the words "**of New York**" are a part of our title. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."

Contributions and bequests to the Institute are exempt from Federal and New York State Tax.

The LOOKOUT

SEPTEMBER 1955





THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore home for merchant seamen who are between ships in this great port. The largest organization of its kind in the world, the Institute combines the services of a modern hotel with a wide range of educational, medical, religious and recreational facilities needed by a profession that cannot share fully the important advantages of home and community life.

The Institute is partially self-supporting, the nature of its work requiring assistance from the public to provide the personal and social services that distinguish it from a waterfront boarding house and so enable it to fulfill its true purpose: being a home away from home for the merchant seamen of all nationalities and religions.

A tribute to the service it has performed during the past century is its growth from a floating chapel in 1844 to the thirteen-story building at 25 South Street known to merchant seamen the world around.

The LOOKOUT

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SEPTEMBER, 1955

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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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THE COVER: A plan advanced by Marine and Aviation Commissioner Vincent A. G. O'Connor envisions giant ocean liners docking across from the Seamen's Church Institute of New York. New wharf-type terminals would replace the derelict piers now used only as a mooring place for barges and tugs. See page 4.



The *Alexander Hamilton*, one of our last three remaining side-wheelers, sails up the Hudson.

Steamboating on the Hudson

ALONG about eight A.M., the first arrivals start trickling onto the pier. By nine, great numbers of them — weary housewives, businessmen on a holiday, excited teenagers and wide-eyed small boys — are jamming the decks, holding on to choice spots at the rail. Vendors rush back and forth through the crowd, hustling their wares of hats, suntan lotions and glasses. At nine-thirty the whistle blows and the big boat moves out, under its own power, into the middle of the river. Another three-thousand-or-so New Yorkers are off on one of the city's favorite summertime excursions — a cruise on the Hudson River Day Line.

It may be Indian Summer, but on the Day Line the crowds are still pouring in, for summer isn't over for many New Yorkers until they've made their annual excursion on the Hudson. From mid-May through October, half-a-million people board the huge Day Line side-wheelers, the largest inland river steamers in the world, and set off in the opposite direction from the big ocean liners berthed a few docks away, up the river that rivals the Rhine for sheer natural beauty. Past the towers of Manhattan, they come upon the rocky heights of the Palisades, the

broad stretch of the Tappan Zee, the dark hills of Bear Mountain and Storm King, and the narrows, where age-old gorges cut deep beneath the high hills. Groups scramble off at the various landings along the way, some to picnic and swim at Indian Point or Bear Mountain parks, others to visit George Washington's headquarters at Newburgh, the Military Academy at West Point, or the home of Franklin D. Roosevelt at Hyde Park. But for all of them, the best part is the boat trip. On the Day Line's side-wheelers, the magic of the great days of steam-boating is recaptured.

Although less than 150 years have passed since Robert Fulton first chugged his way up the Hudson in a steamboat, the era of the sidewheeler steamer is almost dead, with only three boats remaining in this country — two of them on the Hudson River Day Line — to recall the days when almost every bay and river in the country echoed to the thrashing of the paddlewheels. Sidewheel steamers helped open the American midwest; they ranged the length and breadth of Eastern waters, and made great cities out of sprawling river towns. Steamboating became America's obsession, and in the words of one

writer, was "cherished alike by financiers, homesteaders, and honeymooners." In the 1840's steamboat traffic on the Hudson between New York and Albany was so thick that 15 or 16 different companies competed for passengers. At the various landings, runners shouted the respective merits of their companies and passengers were practically dragged aboard. Often families who had come together got separated in the general hubbub at the landings and had to make the trip on different boats.

In the midst of all the shouting, the present Hudson River Day Line quietly began its operations. Alfred Van Santvoord, inheriting his father's Hudson River Steamboat Company, incorporated the Albany Day Line in 1863, and built a nationwide reputation for speed, comfort and good food that pushed the Day Liners to the forefront of the competition. The Line is known for many famous ships — the *Chauncey Vibbard*, the *Albany*, the *New York*, and of course, the *Mary Powell*. According to the old-timers, *Mary Powell* was the proudest river queen of them all; in 56 years she never had an accident. The bell from the *Mary Powell* now stands at Indian Point Park and is rung five minutes before the Day Liners leave the pier; her whistle, high on one of the stacks of the *Robert Fulton*, is still heard on the river.

The Day Line held its own for a long time, while its competitors were gradually forced to take their boats off the river. But the era of sidewheel steamboating was dying out. Since the Civil War, ocean ships had changed to screw propulsion, as had Navy ships, both of which had originally been driven by paddlewheels. As for



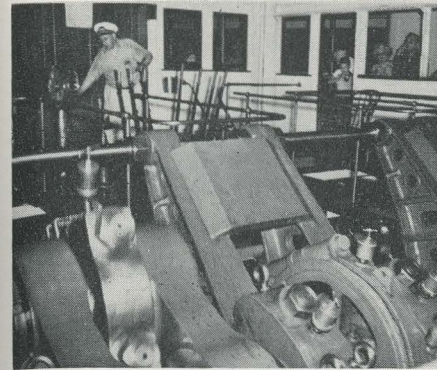
From the deck of the *Alexander Hamilton*, passengers get a good close look at a tanker in action.

the Day Line, the sidewheels themselves, designed to navigate the shallow waters of the Hudson, were no longer necessary in a channel that had been dredged to take ocean steamers.

In 1948, competition from the railroad, the automobile and the airplane finally caught up with the Day Line, and operating in the red, it was sold to the highest bidder, a man named George Sanders who had once served as Commissioner of Commerce for New York City. Sanders did the almost-impossible. After one season, his receipts showed a profit for the first time in 12 years.

Sander's master-stroke was simply to cut down the long run from New York to Albany, where few passengers embarked for the return trip, and limit his operations on the Hudson as far as Poughkeepsie. Business boomed — and marked the end

Acres of abandoned ships, part of the Navy's "Mothball Fleet," form a bizarre background for part of the cruise.



Watching the whirling machinery that turns the paddlewheels is a favorite spectator sport on the Day Line.

of an era. Gone forever were the generations of elegant New Yorkers who had taken the Day Line from New York to their family estates in Albany. A new generation of travelers, who came with box lunches and box cameras to escape New York's sultry heat for a day at Indian Point or Bear Mountain, took their places.

Once again business is good on the Day Line, and company officials estimate that at least 600,000 people sailed on either the *Alexander Hamilton* or the *Robert Fulton*, the only two side-wheelers left on the river, or the *Peter Stuyvesant* this summer. Most of these people paid anywhere from 35¢ to \$2.50 for their passage, depending on their destination; some reserved special parlors for an added fee. A visiting Texas millionaire or someone who's just won the \$64,000 question could have a special steamer all to himself, provided he could dish out \$1500. Labor unions, schools, business organizations and special groups frequently charter a Day Liner for an all-day outing.

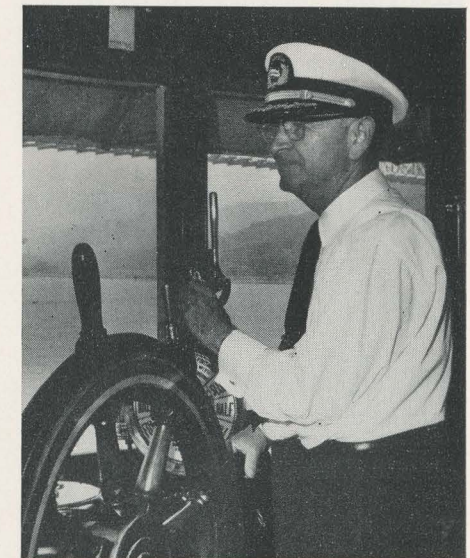
Passengers are a pleasure, Captain Frank Brown of the *Hamilton* says, but he'd much rather cope with the river than the whims of three thousand people per trip. Captain Brown is one of the real old-timers on the Day Liners. He's been with the company for 35 years, starting as a deck hand on the *Mary Powell*. During the busy summer season he works "eight days a week — seven days and a moonlight cruise. I don't mind it," he says,

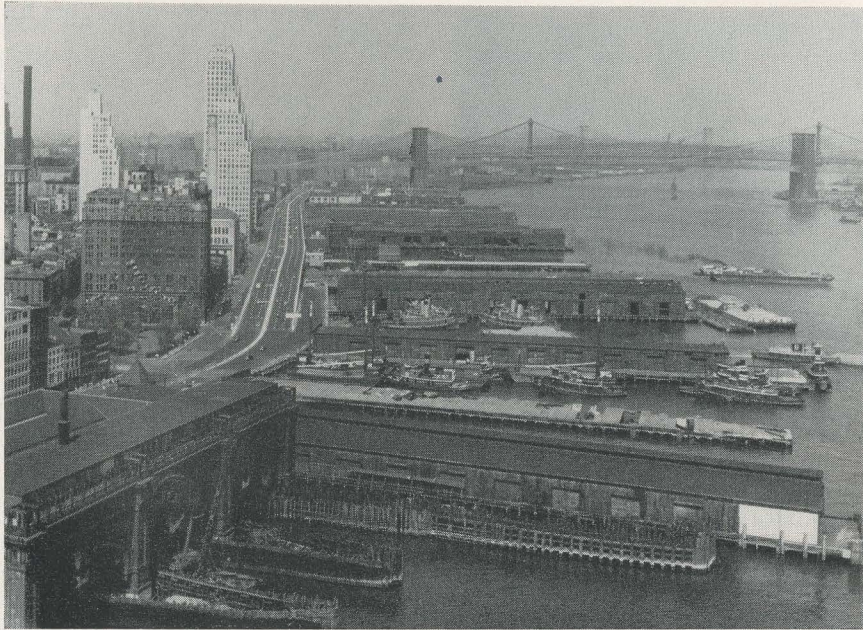
"but my wife does. Yet I can't get her to come for a trip on the boat."

He pointed out that he never can tell what the passengers are up to. Occasionally, someone who's been slightly carried away by it all will try to climb the 20-foot smoke stack just to yank the steam whistle. The chief engineer found the only way to discourage would-be steeplejacks was to rub the stacks with grease every now and then. Then there was the passenger some years back who bet ten dollars he could stop the boat in the middle of Haverstraw Bay. He got a few takers, said he'd be right back, and promptly jumped overboard. He collected the bets all right, but came home a poorer man after he'd paid a fine.

Most passengers though, says Captain Brown, find enough to do to keep them off the stacks and out of the river. The teenagers amuse themselves by dancing to the boat's five-piece band; others stand transfixed for hours at the spectacle of the ship's huge engine machinery turning the paddlewheels; some sit around in small groups talking or singing; others grab a sandwich at the cafeteria, munch on their picnic goodies, or quietly apply their suntan lotion.

Captain Frank Brown of the *Hamilton* has been with the Day Line for 35 years.





A \$35,000,000 block of shipping terminals is proposed for this area.

Blueprints for the Port

THINGS are really popping over at New York City's Department of Marine and Aviation these days. Commissioner Vincent A. G. O'Connor, who's proving himself a ready man with a plan, has come up with three fairly sensational ones in the past month, all designed to bolster the economy of New York's port.

Biggest item in the offing is a proposal submitted to the City Planning Commission for a six-year port improvement and development program that would bear a price tag of \$187,053,886. It envisions the building of ten new piers and shipping terminals on the North River, the purchase of three new ferries for the Manhattan-Staten Island run, and a big development of Brooklyn piers. A surprise feature of the program is a \$35,000,000 project for building up the rundown East River waterfront by constructing a block

of shipping terminals from the South Street Ferry Terminal past the Brooklyn Bridge to Jackson Street. The largest ocean liners and freighters would be encouraged to dock at these East River piers, which would be located directly across the highway from the Seamen's Church Institute of New York. O'Connor pointed out that "It would be far wiser for the City to invest money in the wharf-type terminals for the East River than to spend thousands upon thousands of dollars on the old piers." He stressed, though, that improvements should be timed to keep the Hudson River piers operating until the new East River terminals could be built.

When and if the lower East River project is completed, a \$10,000,000 development of the waterfront from East 18th to East 27th Streets would get under way. Parking facilities on the roofs of the ship-

ping terminals would be a novel revenue-producing device for the two East River developments.

Shortly before this proposal came to light, the Marine and Aviation Commissioner announced that Holland-America Line, which for 65 years has made its headquarters in Hoboken, New Jersey, might be moving across the river to New York City one of these years, to occupy a revolutionary \$15,000,000 cargo and passenger steamship terminal.

The Dutch steamship company, however, stresses that things are still pretty much on a "we'll see" basis. They do admit, though, that the preliminary plans are "very interesting." Since the square-shaped terminal would have three sides facing on the river, three Holland-America liners could tie up and be simultaneously loaded and unloaded.

If built, the terminal will be the costliest one ever constructed in the Port of New York. It would have two decks — one for cargo and trucks and one for passengers. The passenger deck would have ample parking space for some 800 cars and taxicabs. Cargo areas would be completely free of trucking, with the trucks being kept in the center court and backed up against loading platforms bordering the cargo areas.

A 20-foot-wide apron, extending out from all three water sides of the pier, would enable trucks to drive directly out onto the apron to load or unload heavy pieces of cargo. An extra-high lower deck would provide protection to the terminal in the event of unusually high tides, winds or hurricanes. Helicopter landings on the roof of the terminal are visualized. Mr. O'Connor explained that the design of the proposed terminal would permit "full utilization of cargo space in contrast to the 60 or 70 percent use that is possible on finger-type piers."

The terminal, which would be built at the foot of West Houston Street on the North River, would replace the presently existing but outmoded Piers 37, 38, 39 and 41, now occupied by several railroad companies.

Bringing Holland-America Line to New York would add an annual payroll of more than \$2,000,000 to the City, Mr. O'Connor pointed out. He added that although this would mean "substantially increased employment opportunities for hundreds of longshoremen, checkers and supervisory personnel, the true and basic importance of getting Holland-America to New York City lies in the great addition to our City's economy which would be created by the increased trucking, insurance, customs brokerage, importing, banking and other business benefits which would flow directly from the move."

Determined not only to woo new industry to the city but not to let any old business get away, Mr. O'Connor has also announced a campaign by City officials to keep the \$318,000,000 rubber importing business located just where it is — here in New York City. The rubber industry has been considering a Port of New York Authority plan to move its pier operations to Port Newark. Stating that the removal would be a serious blow to the economy of the City and to the livelihoods of thousands of New Yorkers, O'Connor promised that every resource of the Department of Marine and Aviation and of the entire City administration would be mobilized to prevent it. Plans are being made to set up a waterfront terminal for the rubber industry on several Staten Island piers which were recently vacated by the Army in an economy move.

Superimposed over existing pier structures is the artist's conception of a \$15,000,000 terminal which may one day be occupied by Holland-America Line.



The World of Ships

FOR SEAMEN

The 1955 competitions in essay, poetry and oil painting are now under way at the Artists and Writers Club at the Seamen's Church Institute. All active seafarers are eligible to compete for the three prizes of \$100, \$25, and \$10 to be awarded in each category.

"Seafaring as a Career" is the theme for the 500-word essay contest which closes October 15, 1955. Judges will be John Mason Brown, John K. Hutchens and H. James McCurrach. The poetry contest, which closes on the same date, will be judged by A. M. Sullivan, Frances Frost and Joseph Auslander.

Gordon Grant, Edmond Fitzgerald and Bertram Goodman will serve as judges for the oil painting contest which closes November 15th.

BARNACLE BLUES

The poor barnacle! If a group of British scientists are right, this costly nuisance which has plagued mariners for centuries, may soon be out of the shipping business.

The scientists have discovered that barnacles, a kind of shellfish about half an inch in diameter, detest certain vibrations and sounds. It has also been discovered that a ship's hull can be made to hum this barnacle-discouraging tune. The vibrations necessary are so slight that man cannot detect them, and the sounds are pitched beyond the range of the human ear.

On the basis of this information, a marine construction company in England has produced a "transducer" device to create

the necessary ultrasonic vibrations at the flip of a switch. The barnacles, disgusted and irritated, just swim by.

The device has already been successfully tried on the 17,000-ton liner *Warwick Castle* and on several smaller ships. If put into wide-scale operation, it should eliminate the tremendous waste to shipping caused when the bodies of barnacles form a crust around the hull of the ship, reducing speed and making extra demands on power until the vessel must be laid up for a periodic scraping.

EFFECTIVE

Just how effective a good book can be was aptly demonstrated a few weeks ago at the Institute's Conrad Library. Plagued by a case of shore-side insomnia, a merchant seaman wandered into the library just to pass the time of day. He thumbed through a few books, and by chance, hit just the right one. Ten minutes and 19 pages later he was found sound asleep at a library table. Opened in front of him—James Bender's *How to Sleep*.

SAME OLD THING

In the summer of 1956, a three-masted sailing ship will bring a small group of Britishers across the Atlantic on a goodwill pilgrimage. The name of the ship—*Mayflower*.

In England, the keel has just been laid on a reproduction of the original ship, and

applications for passage are already pouring in. Twenty-one crew members and 50 passengers will be selected to make the voyage, which will duplicate as closely as possible the journey of the first *Mayflower* some 325 years ago. Passengers will be dressed in period costumes and navigating instruments of the 1600's will be used.

The project was dreamed up by two London public relations men, but no commercial object is involved. The necessary funds, some \$280,000, are being raised by voluntary subscription in England as a gesture of friendship toward the U.S.A.

The sponsors were amazed to learn that no exact records of the design of the *Mayflower* existed, since the ship, after her historic journeys, was renamed.

HELLO, LONDON

A ship with an unusual cargo is currently unreeling it — inch by inch — in the middle of the Atlantic. She is Her Majesty's Telegraph Ship *Monarch* and her precious charge is 2,000 miles of submarine cable which will become the first transatlantic telephone cable.

When it is completed in two years, the cable will provide 36 extra telephone circuits from New York to London which, unlike the 14 now in existence on the over-seas short-wave radio system, will not be at the mercy of the weather.

The *Monarch*, the largest cable-laying ship afloat, is owned by the British Post Office, which provides telephone service in Great Britain. Some of her equipment involves the first fundamental changes in cable-laying machinery since the *Great Eastern* unreeled the first successful cable in 1866.

EASY DID IT

Remember the sailor who used the message-in-bottle technique so successfully in requesting a lobscouse recipe from Mrs. Kadish at the Institute's Personal Service Bureau? He had cast it overboard off the Florida coast on a Saturday afternoon and by the following Tuesday afternoon Mrs. Kadish had dispatched the recipe to Galveston, the sailor's next port of call.

Well, Albert Bruck, the sailor who pulled the trick, stopped in to thank Mrs. Kadish the other day, and he explained that the whole exploit had been quite a personal victory for him. It seems that several "green" deckhands had viewed Bruck's nonchalant over-the-side mailing technique as a sign of addled brains, so it was doubly sweet for him to find the lobscouse recipe waiting when the vessel reached Galveston — and to have any suspicion of hoax dispelled by newspaper accounts of what had happened.

COOL, MAN!

They say that frozen foods can now get so doggone frozen that they can even take ocean voyages without benefit of mechanical refrigeration. Grace Line's *Santa Monica* left New York for Venezuela last month laden with the first such cargo in the history of foreign trade, a shipment of 6,000 pounds of frozen foods sufficiently chilled to serve as its own cold reservoir. The food was packed inside a container devised by the Aluminum Company of America, with a heavy inside liner of insulation plus an outer jacket. A "super-chill" process quick freezes the food and keeps it at temperatures well below zero for several days, making any other protection from heat penetration unnecessary.

Success

Story,

Part II

In El Centro, California, Barbara Payne shows her proud father the coin collection she started by her letter to the Seamen's Church Institute.



WHEN nine-year-old Barbara Payne of El Centro, California wrote the Seamen's Church Institute a few months ago about her desire to swap coins with globetrotting merchant seamen, she just about hit the jackpot.

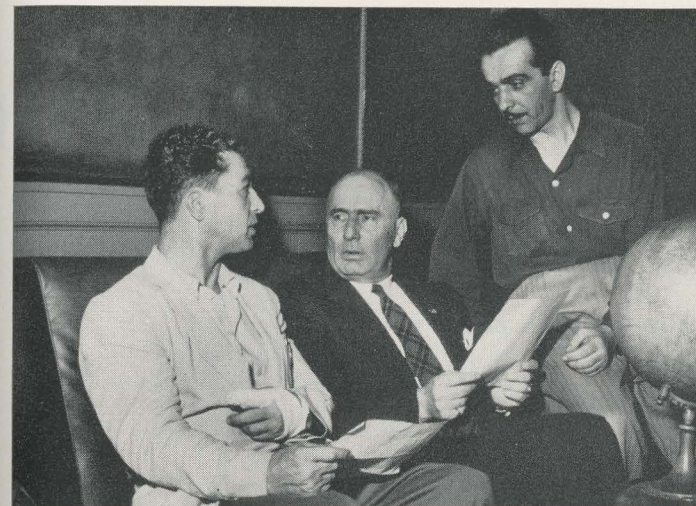
Barbara received quite a sackful of coins from merchant seamen who saw her letter posted on the Institute's Bulletin Board, but after a story about the enterprising fifth-grader appeared in *The Lookout* (June 1955) and in various newspapers throughout the country, Barbara, as they say, was in business.

Coins started clinking into her El Centro mailbox from all over the seven seas. She's received so many coins from foreign ports that she is now working on a second collection — foreign stamps. At last count, Barbara had coins and paper money from 28 different countries, a collection worth \$100 on face value alone. Barbara had

started by offering to trade her month's allowance — ten dimes — for the coins, but none of the seamen would accept her savings.

Barbara spent the summer months sorting out her collection and mounting the coins on cards. Now she's spreading the good word about California by answering the letters she gets from seamen who send her coins. She told a King Features reporter, "In addition to learning a lot about geography just from getting letters from all over the world, I am going to tell my sailor friends all about my home in Imperial Valley. I think it is one of the most interesting places in the world."

Hard on the heels of Barbara's success, piles of letters have come to the Institute — all from youngsters who want to swap coins and stamps with merchant seamen. And it's getting so you just can't hardly find a foreign coin around here no more.



Two seamen from the *Argo* discuss their problem with Kosma Four-narakis (center), President of ANYGRA.

Out of the Ocean — Into a Stew

PERHAPS most readers will recall from the newspapers the dramatic rescue by the *Kungsholm* of 29 Greek seamen from the freighter *Argo*, which floundered last month 300 miles west of the Hebrides in the raging North Atlantic. Although no lives were lost and the freighter never did sink, it was page one stuff from start to finish, with the finish coming as the glory-coated *Kungsholm* docked in New York and the survivors, dressed in rough clothes from the luxury liner's slop chest, felt the sidewalks of New York under their feet.

But the story was not over for the men themselves, and once out of the spotlight, some of them found the course a bit uncertain. Seven officers and three unlicensed men, upon reaching New York, promptly made arrangements to rendezvous with the battered *Argo*, being towed to Copenhagen. Four other seamen disregarded telegrammed instructions to rejoin the Greek owned, British-flag ship in Denmark and went instead back to Greece.

The remaining 15, billeted at the Seamen's Church Institute by ANYGRA, the International Society for the Aid of Greek Seamen, wanted neither of these alternatives, preferring instead to start afresh by

signing on a different ship in New York. But in this they were balked by the fact that considerable wages were due them from the *Argo* which a New York representative for the owners indicated would only be paid upon their return to the ship.

And why not return to the ship? Well, aside from the fact that they regarded the vessel as a "ghost," the men were apprehensive that the owners might lay her up for repairs in Copenhagen and that only a skeleton crew would be retained, with the rest having to scratch for themselves in that job-scarce city, or else return to Greece where jobs are even scarcer, since most of Greece's shipping does not use Greek ports as "home base."

ANYGRA assisted the 15 seamen until they were able to petition successfully for their wages, an allowance for their abandoned clothing and two weeks' sustenance for their time here.

U. S. immigration laws permit foreign seamen to stay in this country 29 days, and as the September 23 deadline neared, the 15 shipmates, in twos and threes, were departing on different vessels, sailing into separate uncertain futures.

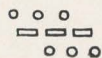
SHIP TO SHORE



1. The ship at left is a
 a. Brig b. Barkentine c. Sloop d. Topsail schooner

2. The mooring line is passed through the
 a. Hawse pipe b. Glory hole c. Chock
 d. Charley Noble

3. The compass of a ship is in the
 a. Capstan b. Helm c. Binnacle d. Lazarette



4. The international radio code signals at left mean
 a. SOS b. DH Medico c. Ship ahoy d. Stand by

5. Next in rank to the captain is the
 a. Chief Engineer b. First Mate c. Bosun
 d. Navigation Officer

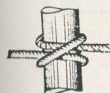
6. "Salt horse" is old sea slang for
 a. A tough skipper b. Preserved beef c. Whale meat
 d. A type of coastal schooner



7. At left is a
 a. Capstan b. Cavil c. Knighthead d. Bollard

8. The ship's telegraph is most needed by the
 a. Radio Officer b. Navigation Officer c. Chief Engineer
 d. Purser

9. "Fantail" refers to a ship's
 a. Turbulent wake b. Maneuvering c. Air ducts
 d. Special deck area



10. The knot shown at left is a
 a. Clove hitch b. Square knot c. Rolling hitch
 d. Figure eight

11. Which does not refer to part of an anchor?
 a. Shank b. Eye c. Fluke d. Node

12. A chronometer measures
 a. Engine revolutions b. Wind force c. Air pressure
 d. Time



13. The type of buoy drawn at left is a
 a. Can b. Spar c. Nun d. Mooring

14. In old-time sea slang, "dandy funk" is
 a. Sailor dressed for shore leave b. Pea soup and biscuits
 c. The captain's bad mood d. Frayed rope ends

15. "Five bells" in ship time would not indicate
 a. 2:30 b. 3:30 c. 6:30 d. 10:30

RATE YOURSELF:

}	Master	all correct
	First Mate	14
	Second Mate	13
	Third Mate	12
	Able Seaman	10, 11
	Ordinary Seaman	8, 9
Man Overboard.....	

Answers Below

1. d 2. c 3. c 4. a 5. b 6. b 7. d 8. c 9. d
 10. a 11. d 12. d 13. c 14. b 15. b

Book Watch



SHIPWRECK AND EMPIRE

James Duffy

Harvard University Press, Cambridge, \$4.00

James Duffy, who is a devoted student of Portuguese history and literature, develops an interesting theme in *Shipwreck and Empire* — that the seemingly endless shipwrecks which befell Portuguese mariners during the century 1550-1650 had a significance beyond their own dramatic events. "As shipwreck became commonplace," he writes, "it was possible to visualize in the destruction of a bulging ship of cargo the approaching collapse of the Portuguese empire — like the ship, overbuilt, poorly defended and fraught with greed and dissension."

To illustrate his thesis, he retells and interprets the stories of disaster at sea recorded in Portuguese literature as the *História trágico-marítima*. Here are unusual and often horrifying accounts of shipboard practice among the Portuguese. Cargo vessels were so overloaded that a ship seldom had room to carry essential ship supplies, and hardly any vessel ever left port without listing severely to one side. Ship's officers had little concern for the safety of their passengers; when a ship sank, more often than not, the captain and officers would jump on the only life boat and leave the passengers shrieking on board. Seamen and passengers lived under semi-barbaric conditions; greed, strife and confusion were rampant. Yet no one would take responsibility for the wrongdoings; more often than not those

in charge showed a sublime indifference to the corruption. "Divine providence," they would say, "permits such disasters as shipwreck, and one should not blame the counsel of man."

Anyone interested in the early history of ships and commerce will find this book a thoughtful and illuminating work.

SHIP'S COMPANY

Lonnie Coleman

Little, Brown and Company, Boston, \$3.50

Lonnie Coleman, who has written a few pretty good books, has written his most mediocre one in *Ship's Company*. It is a collection of ten short stories, each based around the ship the *U.S.S. Nellie Crocker* and her exploits from the Mediterranean invasion in June of 1943 to the fall of Japan in 1945. The *Nellie*, an ugly ship with an ugly soul, the author tells us, was a troop and cargo transport with bunks for 2,138 soldiers and a crew of 500. The stories are woven about the men of the *Nellie*; and although the author certainly did not intend it so, they are about the most uninteresting group of mortals on ship or off. Not one of the characters comes off as more than a type; hardly any of them reach the stature of a human being. There are occasional moments of good story telling, but for the most part this is an undistinguished, pointless collection.

BRIGHT VOYAGE

Since that first day in boyhood
Bare toes the teak planks press,
I've sought to catch a packet
Outbound for Lyonesse.

For there rise yellow towers,
And tawny flow the streams,
And there a maid with yellow hair
Would listen to my dreams.

I've run to hills and cities,
To Gedi's nameless mound,
While oh my hands are empty,
Lyonesse I have not found.

Now as my thin locks whiten,
Old eyes have set the track,
My hands shall fill with golden spoil,
But I shall not come back.

John Ackerson

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