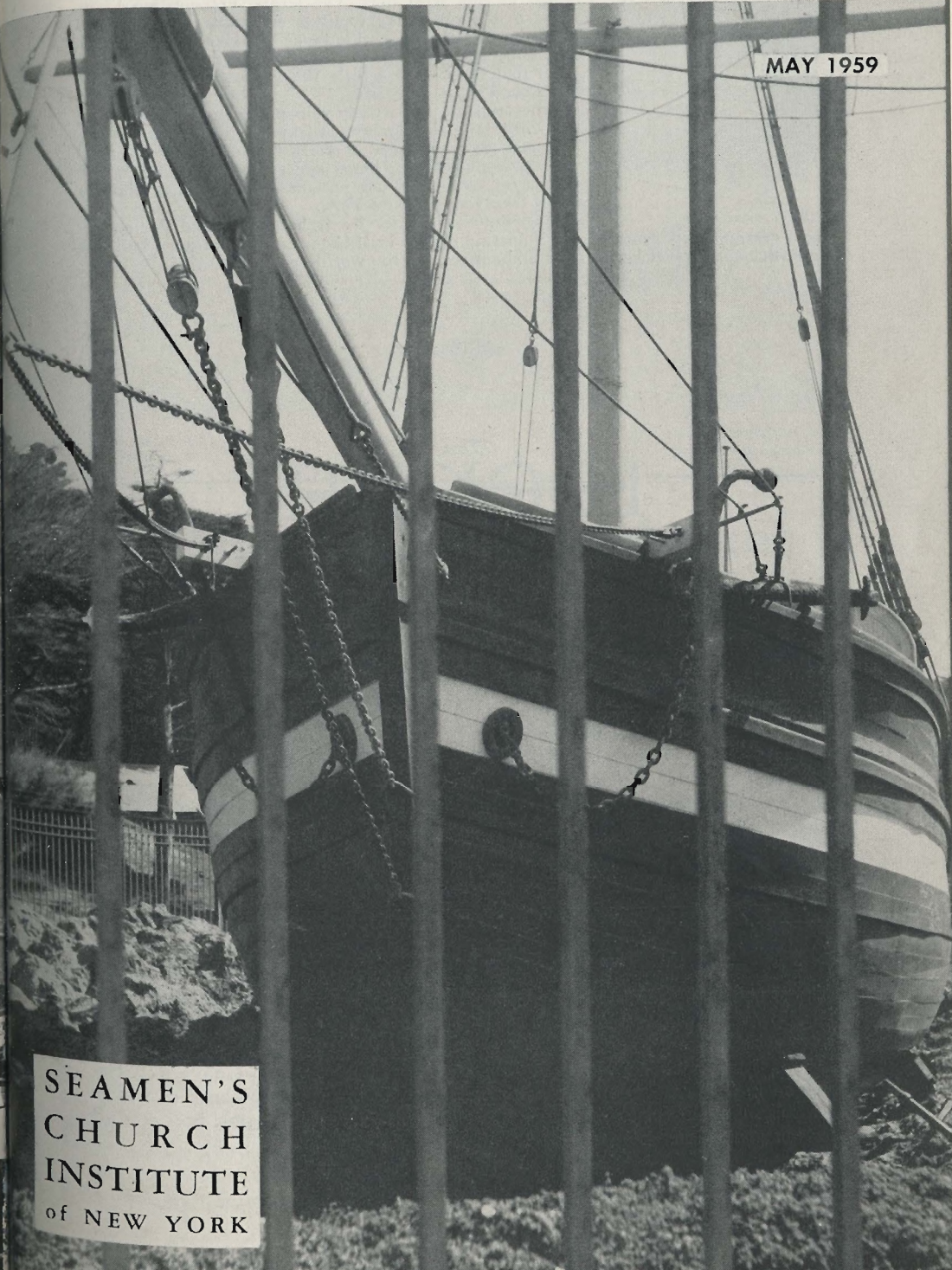
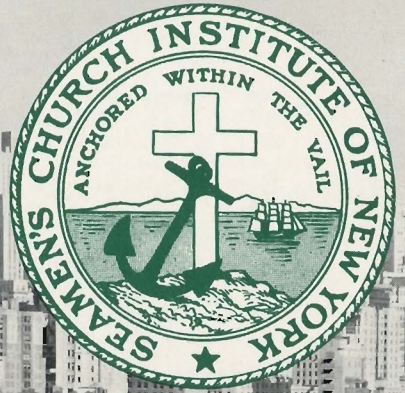
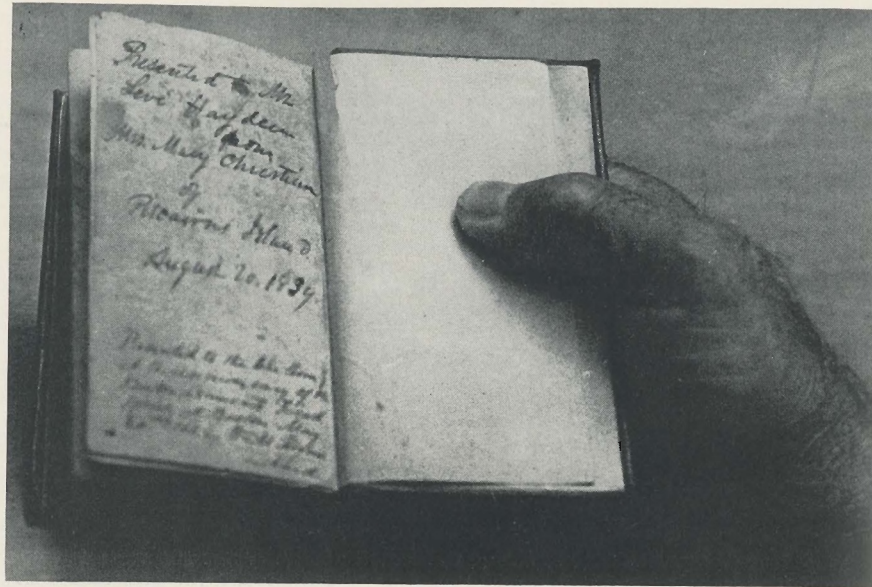


The LOOKOUT

MAY 1959



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



The Pitcairn Bible, in the N. Y. Public Library, is inscribed by Mary Christian. The Bible also records a marriage antedating the sailing of the *Bounty*.

A Tale of Two Bibles

LIKE most people, the Pitcairn Islanders, descendants of the mutineers of the *Bounty*, thought they had the only Bible saved from that famous ship. The New York Public Library, however, believed that a Bible in its rare books collection was the surviving one from the *Bounty*. Recently it was discovered that both volumes, separated for more than a century, had belonged to the mutineers.

While sifting through mementos brought 4,000 miles across the Pacific to Australia by a missionary returning from Pitcairn, Mr. E. J. Steed of the Greater Sydney Conference of Seventh-Day Adventists became intrigued by a copy of a letter dated "Boston, January, 1883" and headed "*Bounty Bibles*." This letter spoke of two Bibles from the ship given to Levi Hayden, an American sailor. Deciding to track down the two Bibles, Mr. Steed enlisted the aid of Miss Helen Smith at the New York City Seventh-Day Adventists Center, who uncovered the following story.

Levi Hayden had sailed as carpenter aboard the whaleship *Cyrus*, fitted from Nantucket and bound for the Pacific. Prior to his departure, Hayden visited the Sailor's Home attached to Mariner's Church, Boston, where it was the custom of the pastor, the Rev. Daniel Miner Lord, to give a Bible to any sailor who stayed at the Home previous to a long journey at sea. Mr. Hayden and his newly acquired Bible left aboard the *Cyrus* on September 9, 1836.

In the course of this voyage the *Cyrus* stopped at many Pacific Islands including Pitcairn, which Hayden visited in 1839, while the ship's blacksmith was working ashore. Hayden quickly made friends with many of the 100 or so members of the colony and, apparently as a gesture of friendship, he was presented with the Ship's Bible, or *Bounty Bible*, by John Adams, grandson of the patriarch of the island, mutineer Alexander Smith. Of this volume Hayden wrote, "They [the Pitcairn Islanders] apologized to me for its

rough and neglected appearance saying the children had all learned to read out of it. At the time of my visit they were supplied with a good stock of books of all descriptions . . ."

Hayden treasured this Bible until his death March 4, 1888. The Bible thereafter found its way into the household of Levi's cousin the Hon. H. Sidney Hayden, a member of The Connecticut Historical Society. His widow, Abby Loomis Hayden, transferred the Bible to the Society's archives in 1896.

In 1949 the Pitcairn Islanders requested the return of the *Bounty Bible*, and it was duly forwarded to London for transport to Pitcairn. Since the Bible was by now in dangerously bad condition, the Public Record Office repaired and rebound it in a style as similar as possible to its original vellum binding. Amid much fanfare the Bible arrived at Pitcairn in 1950, where it now reposes in a glass covered case in front of the island's church, on permanent loan from The Connecticut Historical Society.

During his visit to Pitcairn, however,

Levi Hayden had also made friends with Mrs. Mary Christian, the native wife and widow of Fletcher Christian, chief mutineer. Because of her advanced age and failing eyesight, Mrs. Christian exchanged her husband's Bible for the larger, easier to read edition Hayden had received from the Rev. Lord.

Upon returning to Boston in 1840, Hayden gave Mrs. Christian's Bible to the Rev. Lord, probably in a spirit of fair exchange. The pastor's four children presented the volume, called the *Pitcairn Bible*, to the Lenox Library in 1924, stating at the time that it was the only Bible from the *Bounty*. The Lord children had of necessity heard the story of Hayden's trip second-hand, and it seems evident that they fused the histories of John Adams' and Fletcher Christian's Bibles into one and led the Library into the same error.

The *Pitcairn Bible*, or Fletcher Christian's Bible, is on view in the Special Collections Room of the New York Public Library at 42nd Street and Fifth Avenue in New York City, 6,000 miles from the *Bounty Bible*, or ship's Bible, on Pitcairn.



The Board of Managers

of

The Seamen's Church Institute of New York

invite you to attend
a benefit performance of

THE SOUND OF MUSIC
(a new musical)

starring

MARY MARTIN

book by *Lindsay & Crouse*

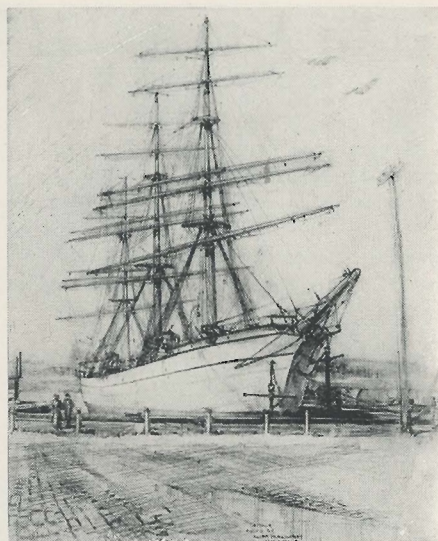
music by *Rodgers & Hammerstein*

Lunt-Fontanne Theatre
205 West 46th Street

Tuesday Evening, December 8, 1959

Divans: \$35 • Other Orchestra: \$30-\$20 • Loge: \$30

Early orders insure best seats. Checks may follow at convenience.



These drawings by the late Cliff Parkhurst, of the *Monarch of Bermuda* and the *Tusitala*, appeared in the October, 1937, issue of *THE LOOKOUT*.

A Passing Friend

FROM the March issue of *Compass Points*, employee publication of Gibbs and Cox, we learned that its art editor, Cliff Parkhurst, had died of a heart attack in Florida. Cliff had retired in September, 1956, after 16 years as an artist with the shipbuilding firm.

THE LOOKOUT "knew him when," as the phrase goes. Reproduced on this page are two sketches printed from the same plates used in our October, 1937, issue several years before he began turning out the excellent sketches that have dressed so many covers of *Compass Points*.

We knew him when the going was tough, at the height of the depression. An erstwhile sailor taking things on the slow bell after a heart attack, he drifted into 25 South Street with a sheaf of waterfront sketches under his arm. Over coffee someone heard his story and steered him and his sketches to Marjorie Candee, editor of *THE LOOKOUT*, and Jay Dennis, Institute fund raiser, who occasionally used artwork. They liked his sketches and they

liked Cliff, himself. Like many another sailor in those years, he was trying to be a man when there wasn't much for a man to do. He was patching his patches, and self confidence came hard.

THE LOOKOUT editor and Miss Dennis helped Cliff. They bought sketches from him. Not many, just a few. They also helped to exhibit his work, and he sold a few more. As promoters of his art they couldn't do a great deal, but Cliff was not asking for much. Mainly they just talked, and that helped. It helped a lot. Cliff said so again in a letter written to his friends here only a few months ago.

When he got his career job with Gibbs and Cox in 1940, it was completely on his own hook, and the brightness of his career there was his own silver lining turned out. Yet Cliff could not forget his friends at the Institute, who had helped him in his dark hour to find that bright side. Perhaps he, as well as anyone, felt the importance of his last words penned to us, which were, "Keep the fires burning, the beacon bright."

Dr. James M. Moulton has been making a profession out of eavesdropping — on fish. Here he holds a Bermuda spiny lobster, whose voice (or rasp) gets deeper as the creature grows older.

Bermuda News Bureau

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Talking It Up Below

DESPITE all the talk about the legendary silence of the deep, man has from time immemorial been aware that, all things considered, the deep is pretty noisy. Not in the same way as Times Square, but noisy. Aristotle talked about voices of fish. In our own history such notables as John Smith and William Penn passed some of their leisure time chronicling the sounds of the grouper and the drumfish.

It was not until World War II, however, that anyone took these fishy conversations seriously — even as a call to arms. The very sensitive listening devices of submarines and shore stations repeatedly sounded the alarm and hundreds of men dashed to battle stations because the call of a toadfish sounded like a passing ship.

Since then fish talk has been getting some concentrated attention, particularly from Dr. James M. Moulton of Bowdoin College, who has come up with a number of unexpected observations. For instance, jacks and grunts make a sound like the "noisy eating of celery," according to Dr. Moulton. An old-fashioned klaxon horn heard underwater is reasonably sure to mean nearby puffers or porcupine fish. Some fish grunt or moan; black angel fish whine. The squirrel fish and grouper will bark at an approaching hydrophone (un-

derwater microphone) just like a dog will scold an approaching car. Weirdest of all these misplaced noises is that of very hot fat frying, which means that a group of snapping shrimp are yakking away.

Fish are not equally loquacious. Salt water fish are sassier than fresh water fish, and fish in the warm waters of the Caribbean seem to have more to say than their counterparts in the colder waters of the North Atlantic. Some fish keep mum. Dr. Moulton relates that "no sounds whatever were recorded from a captive *Promicrops Itaiava* [no wonder] weighing in the neighborhood of 300 pounds, although the fish on one occasion very nearly swallowed the hydrophone."

Fishermen have long been aware of the sounds of fish and of the effect of sounds on fish. Many an irate fisherman has attributed a poor catch to some nearby loudmouth. More practically, Syrian, Japanese and Okinawan fishermen can tell whether they've reached a good fishing ground by the sounds they hear. Malayan fishing boats carry a highly respected individual who, after years of training, can guide the boats by listening to the sounds of the fish. Many a poor fish, alas, has talked himself to death, and as technology gains, things might get worse below.

The World of Ships

MYSTICISM

An unusual opportunity for study of American maritime history will be offered July 13 to August 20 at Mystic Seaport, Conn. Outstanding experts in the field will conduct the Fifth Annual Summer Institute of American Maritime History, sponsored jointly by The University of Connecticut and the Frank C. Munson Memorial Institute of American Maritime History.

July 6, 1959 will be the last day for enrollment. Applications for the two available full-tuition scholarships (\$90.00 each) must be received by July 1.

Full details can be obtained by writing to The University of Connecticut, Summer Session Office, Storrs, Conn.

PAPER SEAS

The Maritime Administration has undertaken a study to find out how shipping documentation can be speeded up and simplified by use of modern scientific techniques.

As many as 8600 pieces of paper have been known to be involved in a single round trip of a cargo vessel. Moving just one ton of goods from producer to foreign customer can require 170 steps of documentation. Today, goods can be moved faster than the relevant paper work can be processed.

In the days of sailing vessels, there was much less paper work and much more time to get it done. As ocean shipping became more complex, however, greater numbers of records were needed for the government agencies, steamship companies, freight forwarders and other persons and agencies involved in each transaction — and the time in which to get these documents ready has grown shorter and shorter. Steamship companies face the added problem of having to

sort and analyze these huge piles of papers in order to determine whether or not they have made or lost money on a particular operation.

Ships spend little time in port today, and quicker turnarounds are expected. The Maritime Administration survey hopes to find ways for the clerks and pursers to keep pace.

SHIPMATES

Aboard a Danish ship in New York an Institute ship visitor picked up a story last month that illustrates well the meaning of the word "shipmates."

While the *Gunbild Torm* was in a small Venezuelan port recently, a Norwegian crewman learned that his father was critically ill and had asked to see his son once more in Norway.

As the sailor was staring out the mess-room porthole so others wouldn't see his tears, the bosun's cap came off and started through the ship. In minutes the cap held \$500, money enough for an airlift home from Caracas. The captain arranged for the sailor to go ashore, posting the required bond.

As his plane climbed into the east, the sad sailor could rise above his sorrow and find something to be thankful for.

PIRATE RADIO

Some interesting echoes on the territorial waters question have bounced from the transmitters of the *Cheetah*, an old freighter just outside Denmark's territorial sea.

When a few canny Swiss businessmen set up a corporation to operate a commercial Danish radio station in competition with the state's heretofore undisturbed

monopoly, the Danish government refused them a license. Convinced, however, that the Danish public would welcome their commodity — jazz and good humor — they built a floating transmitter and put Radio Merkur into operation from the *Cheetah* last July.

The venture has not proved to be all easy sailing. After heavy seas once drove the ship aground off Malmo, Sweden, authorities objected to the transmitter's interference with Swedish air waves. Some time later the Panamanian government withdrew its charter. Panama misunderstood the official Danish attitude, stated the director of the station, claiming the Danish people approve of Radio Merkur, which they refer to as "our pirate radio." The facts seem to bear out his claim. Reaching only a part of Denmark with their 6:00 p.m. to midnight FM broadcasts, the station has gained a nightly audience of about 300,000 and has had no difficulty in getting advertisers. Declining to compete with the press, Radio Merkur will not broadcast any news; the newspapers have responded by printing the station's daily schedules.

The Swiss backers of Radio Merkur have not tried to break the monopoly of Switzerland's state radio because, they explained, "There's no ocean around Switzerland."

IGNOMINY

The retired ocean liner *Ile de France* is to make a brief comeback in another profession this month. For her appearance, under a fictional name, in the motion picture "The Last Voyage," she will be sunk at high tide in shallow water off the coast of Japan. When the tide goes out she will be refloated and brought into drydock for scrapping.

SEAMEN'S PAINTING SHOW

Thirty-seven oil paintings by merchant seamen are on exhibit in the International Seamen's Club at the Institute.

Submitted for the 1959 Artists & Writers Club oil painting contest, the canvases will be judged by Bertram Goodman, John Noble, Gordon Grant and James Fitzgerald.

Seamen from the U.S., England, France, Norway and Holland are represented in the exhibit, which is open to the public daily 2-11 p.m. through June 5.

SEA MONSTERS

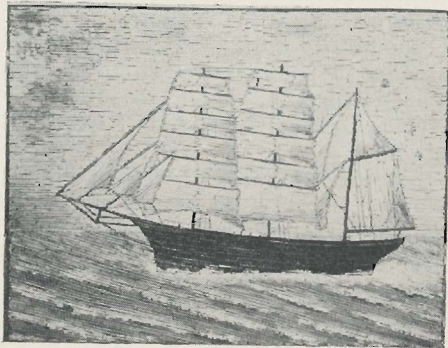
Unbelieving modern man has discredited many ancient legends that ultimately have proved to have had scientific basis. Some of the world's leading oceanographers are now bolstering the age-old stories about sea monsters.

Speaking in Washington at the annual meeting of the National Academy of Sciences symposium on the deep sea, Dr. Roger Revelle of the Scripps Institution of Oceanography pointed to the discovery of four to five feet long eel larvae. Since American and European eels grow to three or four feet in length from larvae about three inches long, Dr. Revelle suggested that from these enormous larvae might develop adult specimens (which have never been seen) that would easily qualify as sea serpents.

Dr. Revelle also discussed creatures dredged up by Danish scientists exploring ocean trenches in 1951. Although they look ordinary at first sight, these animals appear gigantic when compared with similar creatures from shallower water.

Shortage of food on the ocean floor was cited as an argument against the existence of sea monsters, but no one really knows what new discoveries might reveal.

Matchstick Ships in Sawdust Seas



Photos by Bill Sanders

Artist Salmroos has blazed a trail for a unique art technique. For instance, the picture shown at left is made of 2,800 matchsticks.

A FORMER sailor and carpenter, Victor Salmroos, 77, of 1160 NW 142nd St., Miami, has taken up painting now that he has retired, but his former vocations influence his present avocation. He paints pictures of ships with sawdust. To make this even more confusing he also uses matchsticks in his paintings.

Salmroos, best known as Vic Rose, has developed a unique method of creating pictures. He uses oils to paint the background. Then he sprays glue on the canvas and sprinkles colored sawdust on it. The resulting picture is given the appearance of depth by the thickness of the sawdust. For instance, if Salmroos wants a tree in the foreground to reach out so it seems to be looming out of the frame, he adds extra layers of green sawdust for the leaves. Naturally, Salmroos must decide ahead of time the exact shade of each color for the sawdust, which is colored in advance. For certain scenic effects, Salmroos uses other materials. For grass, he uses real grass. After the picture is finished, he sprays a fiberglass solution over it.

Although he has been painting in this fashion for only about a year, none of his pictures shows any signs of deterioration — not a fleck of sawdust has come loose — and Salmroos confidentially pre-

dicts they will last forever.

An even more tedious and painstaking method is that involving matchsticks. Here, again, he uses oils to paint in the background. Then he paints the matchsticks and glues the sticks on the canvas. In some pictures he uses both sawdust and matches.

Salmroos paints a variety of subjects, but the sea and ships are favorites. This stems from the fact that he once was a sea-faring man and still loves the sea.

Born in Finland, he went to sea when he was 16 years old, sailing to South Africa. His first job was that of "junk man," he recalls. The term applied to a young crew member who "did everything." On later ships he was a carpenter, and in his spare time he painted.

When he became a landubber, Salmroos settled in Buffalo and spent 25 years there as a carpenter. He moved to Miami 13 years ago and continued active in his trade until 1953.

As a carpenter Salmroos used to wonder what could be done with the sawdust which his saw produced but which went to waste.

As an artist, he has found the answer.

— LAWRENCE THOMPSON

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FUN IN FLORIDA Magazine

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A PIER GROWS IN BROOKLYN: L-shaped Pier 1, in the Fulton Terminal area of the Brooklyn-Port Authority piers across the East River from the Institute, is the third pier completed of the ten scheduled in the Port Authority's \$85,000,000 redevelopment of two miles of Brooklyn waterfront. Dedicated April 29, the three-berth pier is expected to handle half a million tons of cargo a year. The use of color both inside and outside the sleek structure makes this one of the most attractive piers in the entire harbor.

The Port of New York Authority



AFTER THE FACT: The U.S. Coast Guard board of inquiry investigating the collision of the tanker *Valchem* and the Grace Line's *Santa Rosa*, held in the auditorium of the Institute last month, drew many visitors to 25 South Street. The helmsman of the tanker was being questioned when this photo was taken.



At Our House

INTERNATIONAL WEDDING BELLS: About six months ago a British seaman, John Cole, visited the International Seamen's Club, where he met volunteer hostess Ann Wright. On April 24 they were married by the Rev. Dr. Raymond S. Hall, director of the Institute, in the Chapel of Our Saviour at 25 South Street. The newlyweds will live in New York.

CHRISTMAS CARDS

The annual spring luncheon and card party to benefit the Christmas program of the Institute's Women's Council, held April 30, was described as "very successful" by Mrs. Thorne Lanier, chairman of the Women's Council.

After the luncheon, served under the direction of Mrs. Ordway Hilton, Morristown, N. J., 205 women played bridge and canasta at 51 tables under signal flags, life preservers and ships' bells which decorated the auditorium at 25 South Street for the occasion.

Mrs. Ogden E. Bowman, New York, was chairman of the benefit, and Mrs. John

Michaeli, Scarsdale, was in charge of tickets.

Nearly 100 of the women attending had never before visited the Institute, and after the festivities, which included many door prizes, they went on a guided tour of the building.

The Women's Council annually provides the 7,000 Christmas gift packages received from the Institute each year by merchant seamen aboard ship or away from home on December 25. In addition to purchasing the gift items, the Council provides wool for the sweaters, caps, scarves, gloves and socks knitted for the gift packages by more than 100 volunteers across the nation.

MORE NEW FACES OF 1959: Recently elected to the Board of Managers of the Institute are a clerical vice-president and several lay members, including (left to right): The Rev. Howard M. Lowell, John A. Morris, David R. Grace, Charles B. Delafield and Richard H. Dana. Also elected was Chandler Hovey, Jr.



Their ship in hock and unable to pay them, 21 seamen from 10 nations checked in at the Institute last March while legal moves were made to get their back pay — 18 months for some of them.

FINANCIAL SHIPWRECK

In March, 21 victims of a financial shipwreck put in at 25 South Street. With their Panamanian-flag tanker owing some of them as much as 18 months back pay when the ship docked at Providence, R. I., in late January, the crew refused to sail her further and filed suit. Other creditors did the same. During the legal embroglio that followed, the tanker crew stayed for a while at the Providence YMCA, with the help of the Red Cross, the National Maritime Union and other organizations.

With their suit still hanging fire, they came to the Institute on March 24. They were welcomed with refreshments at the International Seamen's Club while arrangements were made to provide them with room and board and money for carfare and incidentals.

Three of the men told of staying at 25 South Street after having been torpedoed during World War II, but most of them had never been in New York longer than the day or two it took their ships to turn around. This visit, however, they had plenty of time to investigate the distinctive sections of our city and get to know Americans. Everyone was particularly interested in a special tour of the UN arranged for them by Dr. Raymond S. Hall, director of the Institute.

Evenings the men were welcome regulars at the shows and entertainments in the International Seamen's Club and at the

free movies shown in the auditorium three times a week.

Reluctant though they were to leave before their case was settled, their landing permit extensions from the Immigration Authority expired and early this month the men departed. Only a few of them managed to sign onto ships, the rest having to go home to ship out of their home ports. One man returned to his native country planning to emigrate to the U.S. and take out citizenship here.

And, of course, there was an exception. Bruno had met a girl in Providence the day after the tanker landed. Married in New York on April 25, they are now living in Providence.

It was a hard three months for these men, but by the time they left America had gained 21 friendly shirtsleeve ambassadors.

OPEN HOUSE POSTPONED

Because of improvements being made in the Institute's lobby and on the second and third floors, our annual "open house," usually held in May, will be announced later for sometime this fall. There will be new things to see then, and no one will have to walk under ladders.



Book Watch

One of the finest sea stories we have read in a long time turns out to be a true one: Alvin Moscow's *Collision Course* (Putnam, \$4.50, *illustrated*), describing the collision of the *Andrea Doria* and the *Stockholm*. Drawing upon the lengthy testimony taken at the Coast Guard inquiry into the accident and on painstaking research and interviews, the author offers a dramatic, sensitive account of a shocking sea disaster.

Nautilus 90 North, by Commander William R. Anderson, U. S. N., with Clay Blair, Jr. (World, \$3.95, *illustrated*), is another blow-by-blow account of a great moment at sea — the *Nautilus'* first trip under the North Pole, told by her commander during the voyage.

C. S. Forester's *The Last Nine Days of the Bismarck* (Little, Brown, \$3.50) tells the dramatic story of the death of Hitler's deadliest battleship at the very moment when she might have turned the course of history. Mr. Forester's incomparable story telling makes it a suspenseful tale.

Alan Villiers tells the colorful story of his search for sailing ships and of some very exacting assignments he has undertaken in *Give Me a Ship to Sail* (Scribner's, \$4.95, *illustrated*).

Richard J. MacCullagh's *Viking's Wake* (Van Nostrand, \$6.50, *illustrated*) is the delightful story of a small boat cruise through southern Scandinavia. The author's charts and pilotage notes at the end of each chapter make this a valuable cruising guide.

A change of pace is *Coral Island* by Marston Bates and Donald Abbott (Scribner's, \$4.95, *illustrated*), a portrait of Ifaluk, an atoll in the Pacific, drawn by two scientists who lived there. Unaffected

by civilization, the islanders live by their fishing industry, traveling widely without benefit of compass.

The Law of Salvage, by Martin J. Norris (Baker, Voorhis), is the first American legal textbook on the subject in the last century, and it is an essential volume for those concerned with salvage.

To readers of light fiction we recommend two old-fashioned swashbuckling novels: *The Deadly Lady of Madagascar* by C. V. Terry (Doubleday, \$3.75), truly "a novel of passion and piracy," as the cover blurb declares; and *Letter of Marque* (Little, Brown, \$3.75), by Andrew Hepburn, which tells the adventures of an American seaman impressed into the British navy in early 1812, his escape and his subsequent career as a privateer raiding British ships in the English Channel.

Hong Kong is the setting of *The Typhoon's Eye* (John Day, \$4.50), a novel by Preston Schoyer. Several Americans and Chinese cruising in waters near the city suddenly find themselves helpless on a windless sea and threatened by an approaching typhoon as well as by Communist capture. Mr. Schoyer's adroit solution to their difficulties provides a highly entertaining story.

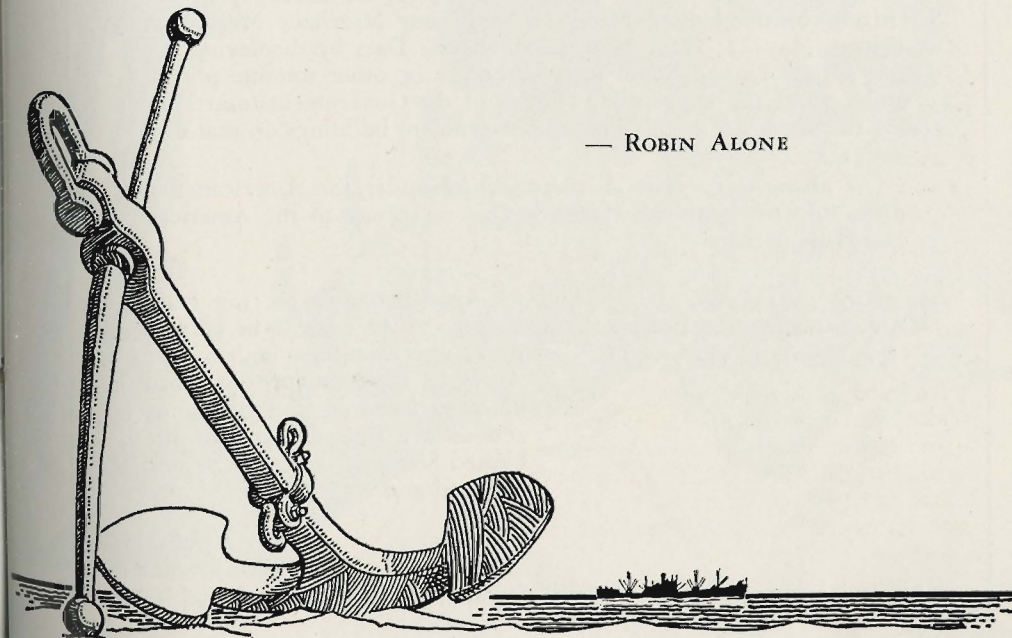
The Sea Is Red by Scott O'Dell (Holt, \$3.95) is a complicated story intertwining revolts in the West Indies with the exploits of Confederate raiders during the American Civil War.

Alexander Saxton's *Bright Web in the Darkness* (St. Martin's \$3.95) is a novel about union and racial problems in San Francisco's shipyard's during World War II, told with somewhat more emphasis on the problems than on the novel.

Onward Bound

A song of sailing ships and sea,
To sailors, ever dear will be.
Out of harbour, down the sound
Seaborne! Onward! Ever bound.
Cast away the last land ties
As a living thing she onward flies.
Shipboard sounds and call of the sea
By sailors, ever will answered be.
Life often hard, yet sometimes kind,
Oft easement gives to troubled minds
Will ever give work to willing hands.
Ho, there Pilot! 'Ware sands! 'Ware Sands!
And now another hail, Land Ho!
Ashore tonight the culleys go.
Strange places, customs, gals and man,
And oft forget the Commandments Ten.
Remember ye the eleventh one . . .
Nor let your ship sail short of men.

— ROBIN ALONE



A Proclamation

WHEREAS the United States has long fostered and encouraged the development and maintenance of a strong Merchant Marine; and

WHEREAS this is the year in which the N.S. *Savannah*, the world's first nuclear-powered merchant ship, will be launched upon the high seas; and

WHEREAS this ship provides another visible sign of the determination of the American people to devote the power of the atom to the furtherance of peaceful trade and the progress of humanity; and

WHEREAS the Congress, by joint resolution approved May 20, 1933 (48 Stat. 73), designated May 22 as National Maritime Day, in commemoration of the departure from Savannah, Georgia, on May 22, 1819, of the S. S. *Savannah* on the first transoceanic voyage by any steamship, and requested the President to issue a proclamation annually calling for the observance of that day:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do hereby urge the citizens of the United States to honor our Merchant Marine on Friday, May 22, 1959, National Maritime Day, by displaying the flag of the United States at their homes or other suitable places; and I direct the appropriate officials of the Government to arrange for the display of the flag on all Government buildings on that day.

I also request that all ships sailing under the American flag dress ship on National Maritime Day in tribute to the American Merchant Marine.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.
DONE at the City of Washington this twenty-seventh day of April in the year of our Lord nineteen hundred and fifty-nine, and of the Independence of the United States of America the one hundred and eighty-third.

DWIGHT D. EISENHOWER