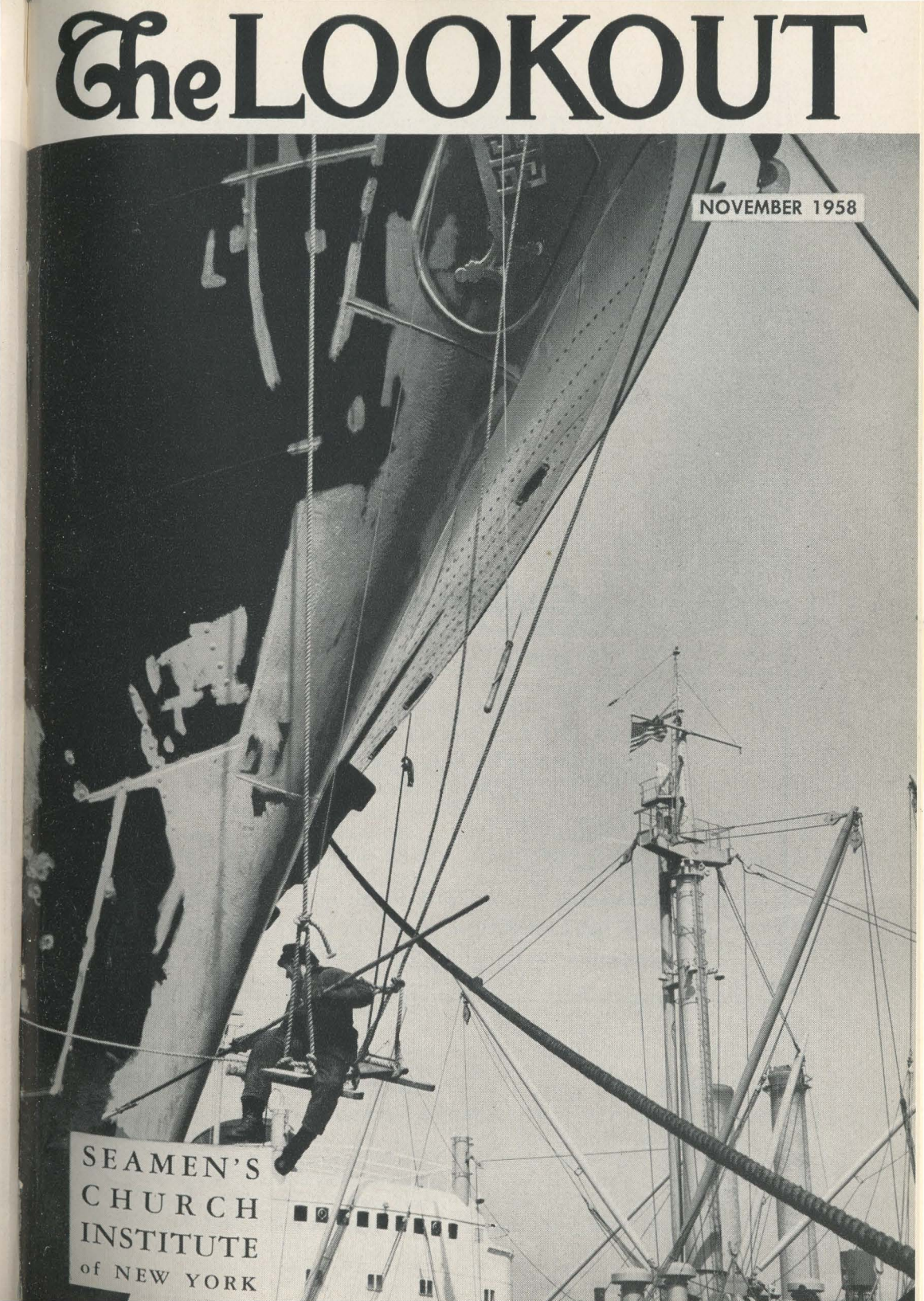


The LOOKOUT

NOVEMBER 1958



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore center 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 give the Institute its real value for seamen of all nations and all faiths who are away from home in New York.

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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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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THE COVER: A bosun, sitting in a bosun's seat (and why not?), daubs some red lead on the bow of the Hamburg-America Line freighter *Tubingen*.

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American Museum of Natural History

Goose barnacles are shown here growing on a diadem barnacle which grew on a humpback whale. The name barnacle comes from the barnack, or barnacle goose, a winter visitor to Britain. In medieval times the bird's Arctic nesting place was unknown, and a myth arose that the goose originated within the shell-like fruit of a seaside tree. Somebody saw a barnacle-encrusted branch of driftwood and drew the obvious conclusion.

In A Barnacle Shell

STANDING on their heads all their adult lives, barnacles have been taking the shipping industry for a ride to the tune of hundreds of millions of dollars each year, getting a free trip around the world in the bargain.

When a ship's barnacle population gets big enough — and there can be as many as 1/4 million in one square yard of a badly fouled hull — it can cut the ship's speed in half and, at the same time, double fuel consumption. One of the worst cases on record is of a ship's bottom which carried 200 tons of marine life — most of it barnacles. An unexpected 200-ton load would slow anybody down!

Actually only about 1/10 of the world's 175 or so types of barnacles live on ships. In some parts of the world, certain kinds are used for food, a 9-inch long variety

being particularly prized in Chile. In Japan a tiny barnacle is cultivated for use as fertilizer. Most familiar are rock barnacles, which appear on rocks between the tide-marks on all coasts. Others can be found on whales, crabs, dogfish fins, on the backs of shrimp and even on penguins' toes. As far as the shipping industry is concerned, these barnacles are of minor importance (we decline to speak for the penguins).

It is not very long after a spanking clean-hulled ship slides into the water that the first barnacle attaches itself. Another joins it, and another, and in a frighteningly short time there are millions of them. No one knows exactly how barnacles decide where to station themselves nor how they find their own kind. It is known, however, that they do not breed their colonies. On the contrary, when the eggs have com-

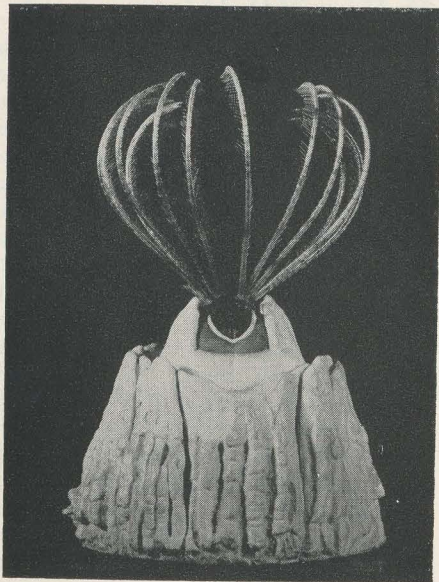
pleted development inside the parent shell, they are hatched into the sea to make their solitary way.

Although barnacles are hermaphrodites, they cannot reproduce alone. In proper season, the barnacle extends to its neighbor a tube through which the fertilizing seed is transferred. Two alone together can exchange seed in this manner, but a barnacle living in solitude from its fellows — or even just out of their reach — passes life as, simultaneously, bachelor and old maid.

After the milky-looking clouds of larvae are hatched, they undergo many of the same development periods as other crustaceans, but external evidences of their belonging to the crustacean family disappear by the time they choose their life sites. Attaching themselves by their heads, barnacles secrete a substance which cements them in place permanently. Within 12 hours after adhesion, the deceptively mollusk-like shells are completely formed. Like all crustaceans, however, barnacles must periodically shed their non-elastic skins and, in addition, expand their shells to accommodate growth, which continues throughout their 3 to 4 year life span.

Purple barnacles (which are sometimes red, blue or even yellow), at home in all

The barnacle feeds on bits of food stuff swept into its shell by its "plumes."



seas and temperatures, are common on ships. They are also one of the types used for food in some countries. Stalk barnacles used to be the great ship pest, but they don't seem to be at home on modern fast steel ships and today are most commonly found on driftwood. Acorn barnacles, very close relatives of the rock barnacle, have become the main drag on ships.

Since other hangers-on usually attach themselves to a ship after the barnacles have pioneered in colonization, the shipping industry has concentrated on preventing the intrusion of barnacles to solve most of their fouling problems.

Since even minute quantities of copper will kill young barnacles, copper sheathing provided a successful answer on wooden ships. On iron ships, however, the electrical action between the two metals corroded the plates to a dangerous thinness, and new solutions had to be sought.

Ocean-going vessels have tried navigating into fresh water, which is fatal to most barnacles in sometimes as little as a few hours. Unfortunately, even after the animal itself is dead, the heavy shell continues to adhere.

When barnacles' aversion to the color green was discovered, green-hulled ships were sent out on the seas, but green paints merely reduced the numbers settling on a ship. Various poisonous paints have been tried, but they require frequent repainting to be effective, involving expensive dry-docking charges.

In the past few years, however, the industry has been trying two new developments which, it is hoped, will drive barnacles onto the rocks. A durable resinous plastic paint, which releases copper compound into the water at a steady rate, is said to be so deadly to barnacles and other marine growth that ships so treated will be able to go five years without drydocking for cleaning or repainting. Furthermore, it has been found that barnacles detest certain sounds. A "transducer" has been developed to create the necessary ultrasonic vibrations in a ship's hull. Several ships on which the device has been tried report that the barnacles just swim right by without a moment's consideration.



Here is Carl Rahn with part of his palm-tree fleet.

Max Hunn

Ship Models from Palm Trees

SAILORS from time immemorial have made ship models, but it's doubtful if any old salt's models are more unusual than those of Carl Rahn, winter resident of Miami, Florida.

Rahn, a dyed-in-the-wool landlubber who earns his living as an electrician, has developed a different type of ship model. He gets his material home grown from palm trees, rather than from the nearest hobby shop or lumberyard.

From the products of the palm tree he creates fleets of unusual ships — Chinese junks, square-riggers, Viking long boats, fishing schooners or whatever design strikes his fancy.

Unhampered by any blueprints, he gets his ideas from pictures and then adapts them to his material, and because he works to emphasize the artistic, Rahn's ships are different.

"Real sailors can undoubtedly find

nautical flaws in my ships," he explains. "But I'm just a landlubber and do the best I can. Besides, I'm more interested in the artistic result rather than in any exact measurements."

Rahn has been building palm ships since 1954, when he accidentally found his hobby. A neighbor asked him to trim a palm tree, and as he was tossing the freshly cut palm spaeth (bud) onto the trash pile, he noticed its curving hull-like lines. He set the spaeth aside to see if he could make it into a model ship, despite his lack of nautical knowledge after living 47 years in Cleveland Ohio. By experimenting he found that with a little shaping the palm bud became a graceful ship hull. After that it was but a matter of careful working to learn to make various ships.

The dry spaeths must be soaked in water for several hours before they become soft

enough for molding. After soaking, Rahn places wood blocks inside them, causing them to dry in the shapes he wants. It takes about a week for a hull to dry.

Rahn buys bamboo fishing poles and cuts them into various lengths for masts. Sails for his tropical ships are made from the burlap-like fibers of the coconut palm, which he collects, scrubs and dries. When he first began making ships he attempted to use canvas sails but discovered the texture of the cloth detracted from the ships and looked out of character. He has made patterns for various types of sails, and he carefully matches the coloring of all palm fiber before making a set.

Heavy cord is used for the ship's rigging, and miniature crews — usually pirate — are provided by plastic figures he buys in toy shops or wherever he can find them. He carries out his nautical theme by having all fittings made of brass. The hulls are painted with a wood preservative and then given several coats of varnish or shellac.

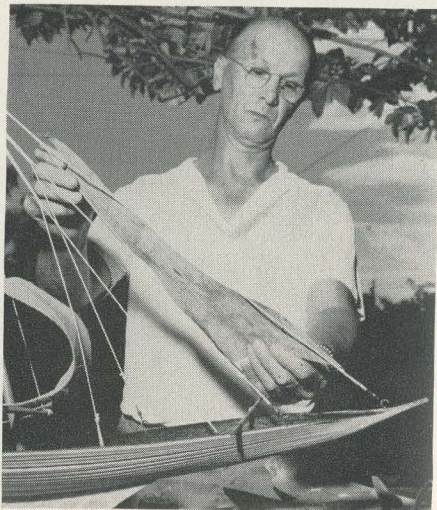
He makes his hulls from two different types of palm spaeths: coconut and *cocos plumosa*, more commonly known as the queen palm. The large *cocos plumosa* buds — some are nearly six feet long — are ideal for the hulls of the largest models.

Living in Miami, Rahn finds plenty of material for his miniature fleet right at his elbow. He's shown here cutting a spaeth from a coconut palm in his front yard.

Max Hunn



It's easier, however, to collect the smaller coconut palm spaeths, inasmuch as the tree is more widely and easily grown in southern Florida.



Max Hunn

... and now it's a sail!

Today Rahn constructs any type of vessel firing his imagination. He's made two- and three-masted schooners, one- and two-masted Chinese junks and sampans, Viking dragon ships, full-rigged Clipper ships, barks, brigantines, and ships rigged in no known nautical manner. And he's always looking for a new type to build. He obtains a copyright on each ship type he builds and some day may sell them commercially when he retires as an electrician.

Rahn constructs as many as 25 to 35 ships annually. Besides the conventional type for display on tables and mantels, he's also worked out a three-dimensional ship suitable for hanging on walls. He takes most of his annual output back to Cleveland on his annual summer visit, selling a few and giving others to friends, museums and schools.

Producing such large fleets has presented Rahn and, particularly, Mrs. Rahn with a storage headache. Their spare bedroom is always full of finished ships; every corner of the living room is occupied, and ships will be found stored in every spare inch of space. But he's still building.

— MAX HUNN

At Our House

TRUANT'S DELIGHT

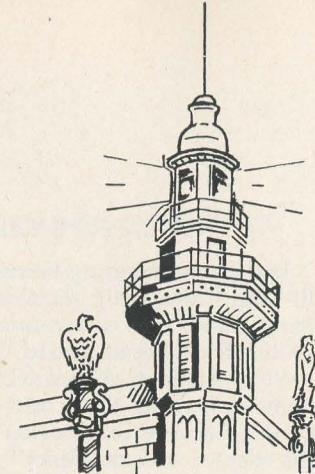
A few weeks ago, two sailors serving on a German ship running between New York and Bermuda missed a sailing, and a little worried and bewildered by their uncertain futures, came to the Seamen's Church Institute.

Here at the International Seamen's Club, they met a ship visitor who had been aboard their vessel. After hearing their story he agreed there was little to be done until their ship returned to New York. So he suggested that they use the time to explore New York and laid out an agenda of all the good things to see and do, going with them to some of the places and showing them how to get to the rest.

Leg weary but chock full of new understanding and experience, they reported back to their ship, throwing themselves

on the mercy of the captain.

When the ship docked on the following voyage, the ship visitor made it a point to learn their fate. The first mate told him that the Captain had been so impressed by the account the boys gave of their days in New York, that he was trying to work out a schedule that would permit two men to "miss ship" each voyage, via the Seamen's Church Institute.



YULETIDINGS: A Christmas tree sent aloft on a signal halyard above 25 South Street marked the annual opening of the Institute's Christmas Room on October 24. Volunteers of the Women's Council then began wrapping and packing the 7,000 gift packages to be distributed this year to merchant seamen away from home at Christmas. Institute Ship Visitors are already "smuggling" the gift packages, packed in plain cartons, aboard ships scheduled to be at sea on Christmas Day.



The World of Ships

FOR SAFETY'S SAKE

Legislation requiring licensed pilots on all large ships using the Great Lakes is being urged as a safety measure by the United States Coast Guard.

Vice Admiral Alfred C. Richmond, Commandant of the Coast Guard, has warned industry leaders that "an acceptable degree of competency" must be assured leaders in the navigation of the many foreign-flag ships (Canada excluded) that will be coming into the Great Lakes after the Seaway opens.

A bill requiring Lake-trained pilots on ships over 300 tons was defeated in the last session of Congress, but the Coast Guard Commandant has served notice that he will continue to press the issue.

ICE PREVENTION

Doing something about the weather is a recent successful experiment by the Navy's Military Sea Transportation Service in Thule, Greenland. Warm water is forced upward by compressed air through small holes in three plastic hoses laid on the sea bed of the port's 1000-foot pier. Originally designed for use in fresh water lakes, the innovation is keeping the harbor open beyond its usual "freeze-in" date.

NO COMPARISON

After studying passenger handling techniques in foreign ports, Commissioner of Customs Ralph Kelly recently demurred comparison of them to the practices used in New York, whose piers were built primarily for cargo operations.

He said that existing New York piers did not lend themselves to immediate or drastic changes and that facilitating Customs clearance here consisted mainly of changing the "little things," with the principal aim always being to get the people

through Customs nicely and quickly, but with a thorough examination of their baggage. However, he pointed out that the new Holland-America Line terminal would have improved Customs facilities comparable to those at New York International Airport at Idlewild.

The Commissioner also noted that New York handles more liners at one time than any of the foreign ports noted for their efficiency in clearing passengers.

1,000,000 MILES

The superliner *United States* had logged her 1,000,000th mile in North Atlantic operation when she tied up in New York on September 30, at the end of her 140th round trip. Since her record-breaking maiden voyage July 3, 1952, when she made the eastbound trip in 3 days, 10 hours and 40 minutes, the *United States* had carried 437,000 passengers, equivalent to 95% of her normal capacity on each trip, another record. She began on her second million miles at noon, October 16, sailing for the Channel ports and Bremerhaven.

WARNING

Containerized shipping doesn't contain all the answers. This was the point of a harpoon thrown by Vice Admiral John M. Will, MSTS Commander, as industry's leaders were singing its praises at the 32nd annual convention of the Propeller Club of the United States in San Francisco last month.

He drew attention to the government's military need for roll-on roll-off ships and urged private industry to do a little rolling in this direction.

Noting that about 1/4 of Army cargo is mobile equipment, Admiral Will warned that if shippers do not furnish adequate roll-on roll-off facilities, the government will provide for its own needs, thereby

increasing competition with private enterprise in an area where Federal activity has already brought forth complaints.

DEEP RIVER

A submarine river flowing along the Equator and terminating at the Gallapagos Islands has been mapped for 3,500 miles by scientists of the Scripps Institution of Oceanography and the U. S. Fish and Wildlife Service, in what has been called "one of the greatest oceanographic discoveries of our time."

LEAST STORMY PATH

By routing their customers' ships along the line of least weather resistance in transatlantic crossings, the Allen Weather Corporation averaged a saving of nearly \$6,000 per passage in time, fuel and heavy weather damage. Analyzing 27 test demonstrations of weather-routed passages, the Maritime Administration reports that "maximum benefits can be achieved when a professional meteorologist . . . arrives at a recommended route calculated to represent the desired balance between steaming distance and weather to be encountered."

BIGGER AND BETTER

During the early months of 1959, American Export Lines' *Independence* and *Constitution* will appear with a new look on the outside, as well as in public lounges, play decks and other passenger areas.

Contracts recently signed with the Federal Maritime Board and Newport News Shipbuilding and Drydock Company call for dramatic modernization of the luxury liners, to be done at the time of their layup for the annual inspection and overhaul required of U. S. passenger ships by the Coast Guard. The measurement of each ship will be increased by approximately 1,000 gross tons.

IRON CURTAINED SHIPBUILDING

A ship imitating a toy imitating a ship will soon be sailing the seas. The Soviet Union recently announced construction of a 1 1/2-ton all plastic steamboat described as a big version of baby's bathtub plaything. The ship is designed to be built entirely of various kinds of plastics, from the hull down to the smallest interior fixtures. Unlike familiar wood and metal vessels, the plastic ship, which can carry 15 tons of freight, has a small draft and will be able to sail in very shallow rivers.

(Patriotism inspires us to mention here that in September, 1954, the Englander Company demonstrated a 51-foot plastic barge capable of pushing a fleet of non-powered barges of up to 100 tons displacement.)

Farther east, Hsinhua (New China) news agency has reported that construction was begun in September on Communist China's first ocean-going liner. Being built at Dairen, Manchuria, the ship will be 544 feet long and have a displacement of 22,100 tons.

SHIPS AHOY!

Those who need their faith in the future of waterborne commerce reaffirmed are directed to a recent study made by the Port Development Office of the Maritime Administration. The study, entitled "Estimated Expenditures for Purposes of Long Range Planning," shows that in the years 1956-1970 an estimated \$655 million will be spent by local authorities and marine interests for new construction, modernization and rehabilitation of U. S. general cargo port facilities.

This figure anticipates 202 new general cargo berths: 135 on the ocean coasts, 22 on the Great Lakes and 45 berths for barge traffic on the inland waterways.



Seaman Will Shakespeare

No one knows where William Shakespeare spent his life between age 21 and age 29. Here is some of the evidence that he may have gone to sea.

IN HIS first twenty-one years of life it can be said almost without a doubt that Shakespeare saw neither sea nor ship. The village of Stratford is close to the geographical center of England, being some 70 miles from the nearest significant English port, Bristol. There is not even a trace of nautical tradition in Shakespeare's background, descending as he did from a long line of English yeomen.

However, in *Henry VI: Part 3*, produced when Shakespeare was 29, Queen Margaret admonishes her son and some of the courtiers with:

Great lords, wise men ne'er sit and wait their loss,

But cheerly seek how to redress their harms.
What though the mast be now blown over-board,
The cable broke, the holding anchor lost,
And half our sailors swallow'd in the flood;
Yet lives our pilot still: Is't meet, that he
Should leave the helm, and like a fearful lad,
With tearful eyes and water to the sea,
And give more strength to that which hath too much;

Whiles, in his moan, the ship splits on the rock,

Which industry and courage might have sav'd.
Ah, what a shame! ah, what a fault were this.
Say, Warwick was our anchor; What of that?
And Montague, our top-mast; What of him?
Our slaughter'd friends the tackles; What of these?

Why, is not Oxford here another anchor?
And Somerset another goodly mast?
The friends of France our shrouds and tacklings?

And, though unskilful, why not Ned and I
For once allow'd the skilful pilot's charge?
We will not from the helm, to sit and weep;
But keep our course, though the rough wind
say — no,

From shelves and rocks that threaten us with wreck.

Interestingly enough, this elaborate metaphor, which continues for fifteen lines more, is spoken not by a salty mariner, but by a woman who we should expect knew little of the ways of the sea. As young writers should, Shakespeare is calling upon his background to enrich the language of his creative efforts.

In *The Comedy of Errors*, written when Shakespeare was 27, we hear of a:

... bark of Epidamnum,
That stays but till her owner comes aboard,
And then, sir, bears away: our fraughtage, sir,
I have convey'd aboard; and I have bought
The oil, the balsamum, and aqua-vitae.
The ship is in her trim; the merry wind
Blows fair from land: they stay for naught at all,
But for their owner, master, and yourself.

There are far too many nautical metaphors, similes and general references in Shakespeare to discuss in detail here. These references run literally into the hundreds. Shipwrecks and castaways are integral parts of many Shakespearian plots. The poet is concerned with "tall ships" and "small boats," "pinnaces" and "argosies," "bottoms" and "hulks," "tight galleys" and "gallisses." The use of ships' terminology such as "waist," "cable," "anchor," "mast," "boat" and others is common. There are pages and pages of references to the sea itself.

And like a good sailor, Shakespeare proffers a remedy for seasickness.

... if you are sick at sea,
Or stomach-qualm'd at land, a dram of this
Will drive away distemper. (*Cymbeline*)

Of course, one must not imbibe too deeply of this remedy or he may become:

... like a drunken sailor on a mast;
Ready, with every nod, to tumble down
Into the fatal bowels of the deep. (*Richard III*)

Shakespeare, with his infinite capacity for understanding his fellow human beings, was quick to catch and feel the lusty nature of a sailor long at sea. In one of the many songs Shakespeare wrote for his plays, we hear an intoxicated steward sing:

The master, the swabber, the boatswain and I,
The gunner and his mate,
Lov'd Mall, Meg, and Marian and Margery,
But none of us car'd for Kate;
For she had a tongue with a tang,
Would cry to a sailor, 'Go hang!'
She lov'd not the savour of tar nor of pitch,
Yet a tailor might scratch her where'er she did itch;
Then to sea, boys, and let her go hang. (*The Tempest*)

And as seafaring men do to this day,

Shakespeare expressed a man's love for a woman in nautical terms.

... that thou didst know how many fathom deep
I am in love! But it cannot be sounded;
my affection hath an unknown bottom like
the bay of Portugal. (*As You Like It*)

Due to his nautical experiences Shakespeare was also cognizant of the strategic importance of the English Channel. He realized all too well from his studies of the old chronicles that England had continually been invaded since the beginning of recorded time; but, as long as England had control of what he called "the narrow seas" her freedom would be guaranteed. He speaks of the Channel: "The narrow seas that part the French and English" (*Merchant of Venice*).

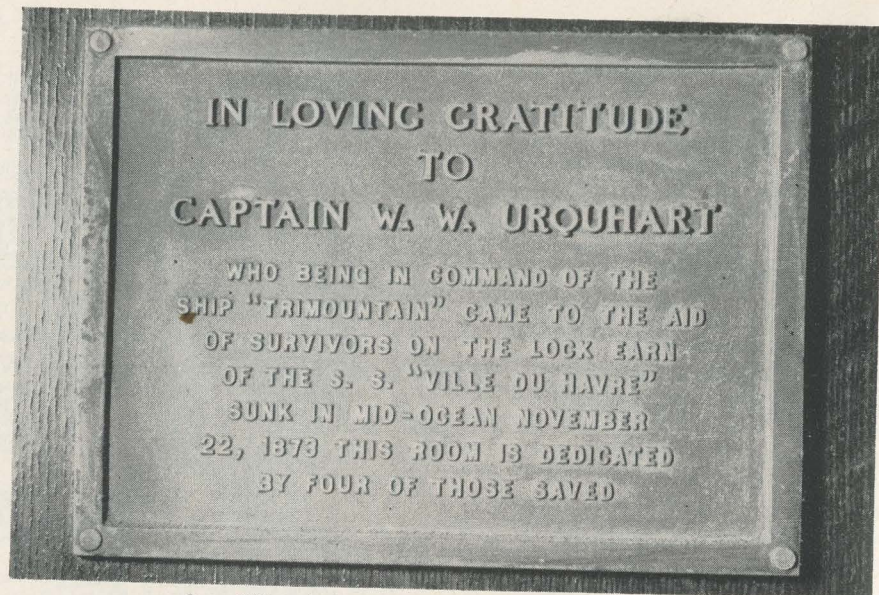
Also in *Henry VI: Part 3*, Queen Margaret says: "Stern Faulconbridge commands the narrow seas."

It is highly improbable that we shall ever be able to do more than postulate concerning those formative years of Shakespeare's life about which we know so little. Perhaps, some day, a ship's log or accounting will be found with a revealing entry, but I fear this is merely a scholar's pipe-dream. We can be sure, however, that Shakespeare's knowledge of the sea was not a secondhand one; he gained it as a mariner, not as a passenger. He must have attained to this knowledge during those shadowy years, as he did not have the opportunity to garner the linguistic wealth of the sea at any other time prior to the commencement of his literary career. Is it not time, then, that the great bard be welcomed into the brotherhood of seafaring men? — SANFORD V. STERNLICHT

A TAX REMINDER

Remember that *actual* cost of gifts to a philanthropy is net cost after taxes. The Government is a silent partner in all such contributions. It shares the cost. And the higher your tax bracket, the bigger share the Government will bear.

ALL CONTRIBUTIONS TO THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK ARE TAX EXEMPT.



Room 903L at the Institute is dedicated to Captain Urquhart.

Mysterious Ways

BELIEVE it or not, the reason why the packet *Trimountain* was on hand to bring to safety the 87 survivors of the rammed liner *Ville du Havre* can be directly traced to a party in 1869. Joined together for a rollicking evening in London town were four Yankee skippers, including Bill Urquhart of the *Trimountain* and Captain Robinson of the *Patrick Henry*. In the course of swapping stories, as sailors do, the elderly Captain Robinson stated that in mid-Atlantic, at a particular latitude and longitude, one could find the mythical "Barentha Rock." In fact, he announced that he had seen it there himself during a recent crossing.

Having become friends with Robbie since first serving under him as Mate, Bill

Urquhart was not wont to doubt him. Yet common sense insisted there couldn't be such a thing as "Barentha Rock." The Atlantic was too deep at the position Robbie had named. Clearly, the festivities of the evening had led to exaggeration and fantasy. No, indeed, a practical seaman like Bill couldn't give credence to such a far-fetched idea. Why, then, couldn't he get it out of his mind?

In November, 1873, sailing empty of passengers with but half a cargo load, the *Trimountain* ran into a heavy fog just a few days out of New York. The opaque, clinging stuff shrouded her, its clammy hands on the rigging, in the crew's beards, filling the inside of the ship with its dank mists. Captain Urquhart swung north, taking the great circle track, which would save in mileage the time that would be lost by being out of the Gulf Stream.

On the 11th day out of New York, and finally out of the fog banks, it suddenly dawned on Bill Urquhart that the *Trimountain* was but a few miles from the position Captain Robinson had given for "Barentha Rock," 46°5 N and 35°2 W.

In the Wake

... where tales of ships and men are recalled by Captain Ralph E. Crop-ley, Historian of the Marine Museum at the Seamen's Church Institute of New York.

On the spur of the moment, he headed for the rock, to settle for once and for all the silly obsession that had unaccountably haunted him these four years.

Of course he found no rock. Laughing at himself a bit ruefully, Captain Urquhart set the *Trimountain* back on her regular course and turned in. At dawn he was awakened by his Mate with the news that nearby was a full-rig ship flying her ensign upside down — sea code for distress. The *Trimountain* drew close to what turned out to be the *Loch Earn*, which had collided that morning with the steamer *Ville du Havre*. The speedy liner had sunk within 15 minutes of being struck, but the *Loch Earn* had been able to rescue 87

survivors.

The *Loch Earn* herself was badly hurt, however, and her captain upon sighting the *Trimountain's* sails, determined to transfer the survivors and some of his own crew to certain safety.

With a few volunteers, the Captain elected to stay with the *Loch Earn* and try to work the bowless craft to port. But his fears were justified, for after a six-day fight they had to give her up and were, luckily, picked up by the *British Queen*.

Bill Urquhart, meantime, made for England with his unexpected passengers — perhaps now understanding why "Barentha Rock" had so persistently plagued him.

THEATERGOERS PLEASE NOTE

Revised Plans
Seamen's Church Institute Fall Benefit

The Man In The Dog Suit, previously announced as the Institute's 1958 fall benefit play, is obliged to find a new theater in order to continue its run. To insure a definite performance on our scheduled night, we have changed to a new play.

SAME DATE ••• SAME PRICES ••• SAME THEATER

Tickets now held will be honored for

DISENCHANTED

the story of F. Scott Fitzgerald
Based on the novel by Bud Schulberg

starring

JASON ROBARDS, JR. & ROSEMARY HARRIS

Coronet Theatre, 230 West 49th St.
Thursday Evening, December 4, 1958

WE HOPE YOU WILL WANT TO INCREASE YOUR PARTY
(New Haven and Boston reviews predict a hit)

Good Seats Are Still Available

For reservations write to:

Clifford D. Mallory, Jr., *Chairman, Benefit Committee*
25 South Street, New York 4, N. Y.



Book Watch

BLOCKADE Robert Carse

Rhinehart & Co., Inc., \$5.00, *illustrated*

Blockade running during the Civil War was dangerous business. Men in silent ships, unarmed so as not to be charged with piracy, risked death under the guns of the blockading Union navy or, worse, of the blockading Southern navy, or capture and the consequent horrors of a Northern prison, to bring to the South the vital cargoes they carried from the West Indies and Canada.

How and why these Confederate heroes did their job is Mr. Carse's story, documented by countless diaries, letters and official papers of the era.

PACIFIC STEAMBOATS

Gordon Newell & Joe Williamson

Superior Publishing Co., \$10.00, *illustrated*

A comprehensive photographic catalog of Pacific steamboats, this volume boasts in addition a fine collection of steamboat memorabilia — advertisements, schedules, tickets, passes.

The text provides, rather than a chronological history, a supplement to the illustrations, conveying the flavor of the age.

SQUARCIO THE FISHERMAN

Franco Solinas

E. P. Dutton & Co., \$2.75

The son of a poor fisherman on a very poor Italian fishing island, Squarcio determined that his family would have a sturdy house and enough to eat. He bought for his boat a motor — the first on the island — and sailed to hidden fisheries whence he brought home a good catch every day, for he fished with bombs. His children were strong; his wife was happy; and Squarcio gave little thought to the Coast Guards

who considered him a criminal or to his many competitors who called him thief.

As Franco Solinas tells the story of Squarcio, he depicts the vicissitudes of every fisherman's life. And, even more, he manages to convey the warmth and tenderness, the conflicts and brutalities of men everywhere as they struggle against the world around them to secure a livelihood.

THE HATTERASMAN

Ben Dixon MacNeil

John F. Blair, \$5.00

Located at the point where the Gulf Stream and the Labrador current meet, Cape Hatteras has, since the fifteenth century, become legendary in marine lore.

Mr. MacNeill, by choice a resident of Cape Hatteras, has written an exciting chronicle of the inhabitants of this sentinel island, telling of their simultaneous friendship and conflict with the sea against the background of their oftentimes crucial influence in American history.

ADMIRAL HORNBLOWER IN THE WEST INDIES

C. S. Forester

Little, Brown & Co., \$4.00

Apparently as indefatigable as his famous hero, C. S. Forester has brought Horatio Hornblower to the New World as Admiral in charge of His Britannic Majesty's West Indies Station. With his customary humor, sensitivity, impulsiveness and pride, the Admiral leads his men through glorious adventures filled with surprise, suspense and imagination.

To followers of the Hornblower legend, the Admiral, his friends and his crew have become endearingly familiar. There is, however, nothing familiar about these stories; each is as new as tomorrow and equally welcome.

Mothball Fleet

The river brings their breathing from the sea,
But they have turned its color into rust;
Their lungs, left soft without the treat of men,
Are clotted with departed battle dust;

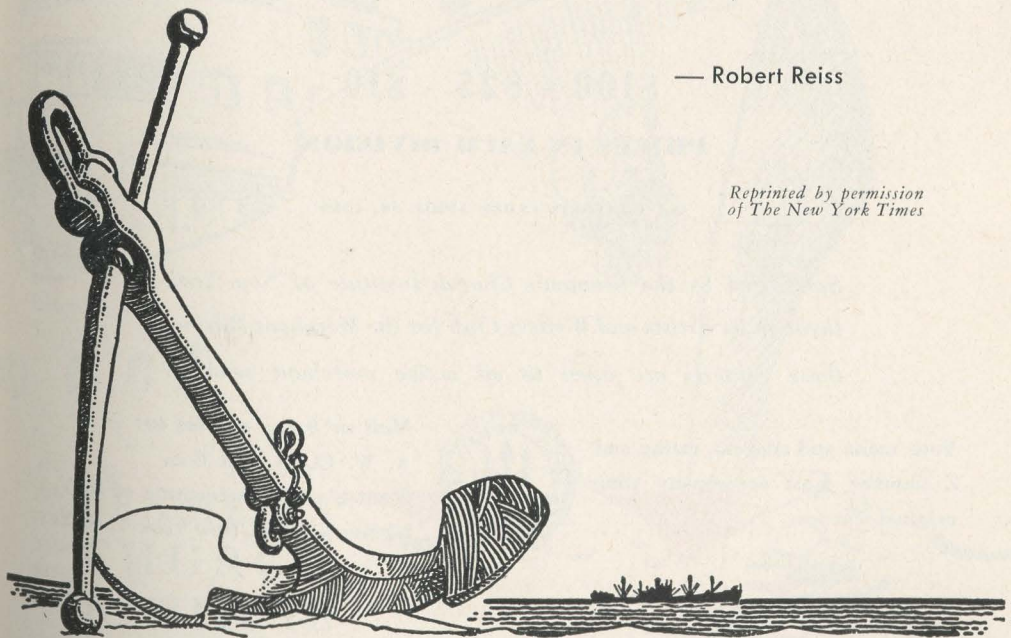
And they lift not those passions freighted once
Into the dull lands, where the shells shook sounds
And swept their heavy decks of passengers —
Now armistice has ceased their bloody rounds.

Now only eerie gulls attain these masts
Where once scared soldiers raised their eyes to fate,
And asked clean skies for life, and wrote their families,
Got off in mudfields to defend the state —

No soldiers pace here now, no shrapnel growls;
Like old men, troopships rest the riverside,
Too tired to recall their escapades,
Or hear the sad complaints of those who died.

— Robert Reiss

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1959

CONTESTS

FOR

MERCHANT SEAMEN

ESSAY

"My Favorite Port." Limit 1500 words.

POETRY

One poem, any form of verse, any subject. Limit 30 lines.

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Any size, any subject. Limit three paintings.

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Your name and address, rating and
Z number must accompany your
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