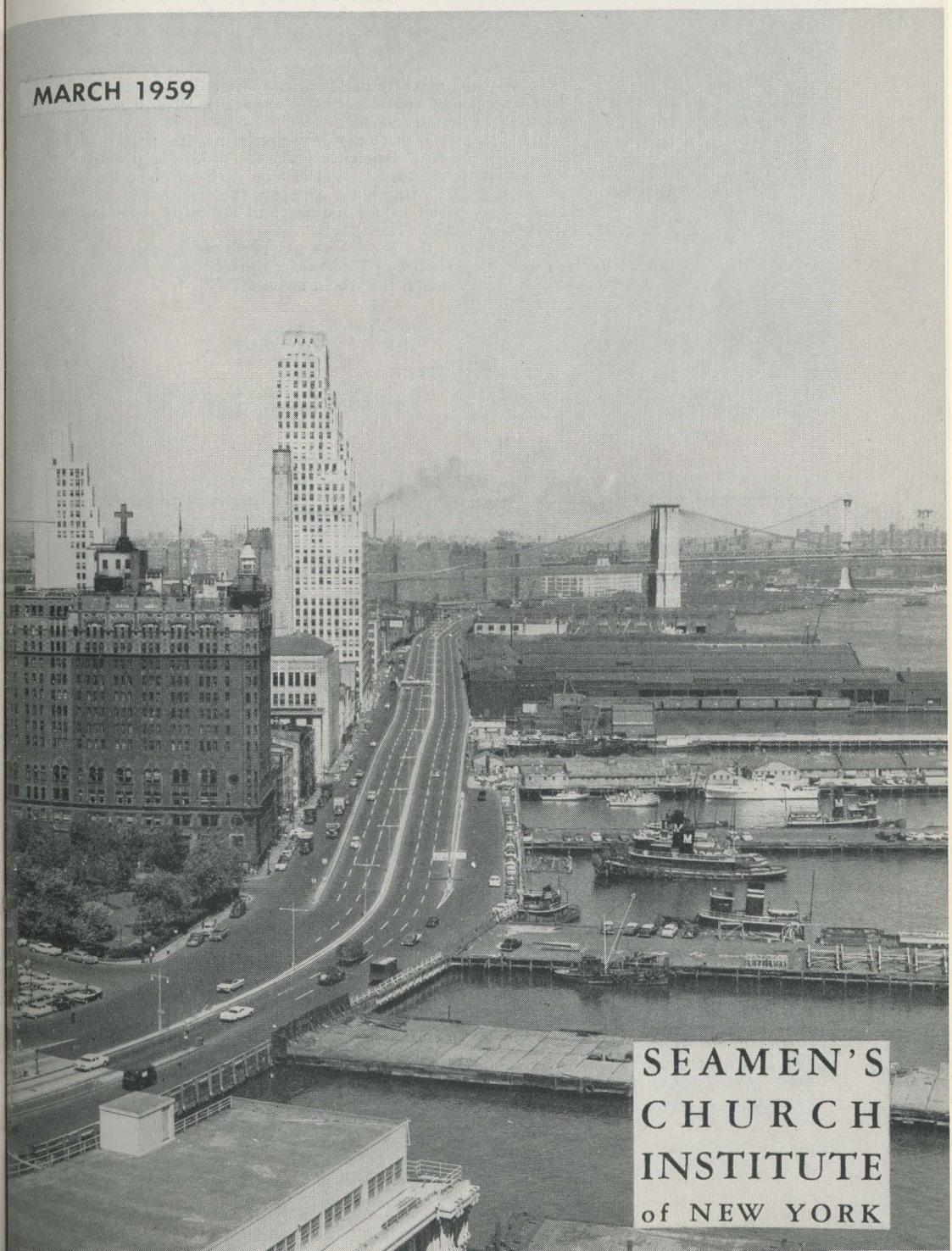
The LOOKOUT

MARCH 1959



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 25th South Street known to merchant seamen the world around.

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The LOOKOUT

VOL. 50, No. 3 MARCH, 1959

SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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THE COVER: The Seamen's Church Institute of New York stands today at 25 South Street, only a mile and a quarter down the Manhattan shore of the East River from Pike Slip, where its first Floating Church of Our Saviour for Seamen was moored in 1844, one decade after the first meeting of the Young Men's Auxiliary Education and Missionary Society through whose efforts it was launched.

1834-1959

125 Years on the Waterfront

25 South Street

THIS service commemorates a meeting held here in New York 125 years ago today—in the year 1834. Forty-two young men from congregations in New York and Brooklyn were drawn together to pledge themselves to the support of missionaries and of the education of young men for the Ministry of the Church. They called their new association "The Young Men's Auxiliary Education and Missionary Society of the Protestant Episcopal Church in the City of New York."

A quick review of subsequent events will show why the date of March 6, 1834, is worth remembering.

In attempting to interest the New Yorkers of that day in the welfare of souls in the remote lands of Africa and Asia, and the equally unknown lands of the American West, the Young Men were somewhat too optimistic.

On March 6, seamen and friends of the Institute attended a service in the Chapel of Our Saviour at 25 South Street, marking the Institute's founding 125 years ago.

Bishop Donegan's address, printed here, traced the development of the Institute's work among seamen since 1834.

By 1838 they had been able to raise only $2,415.88 for the support of a total of six missionaries and six students.

Things changed dramatically, however, in 1842 when the group discovered that there was a great work to be done right at their own front door — the waterfront of New York. In July of that year, a resolution was adopted asking that the group "inquire into the expediency of establishing a mission to the sailors in this City . . ." The idea was favorably received at the September meeting, and in April, 1843, the group committed itself to work with seamen, and to the establishment of a "floating chapel."

Its first missionary, the Rev. Benjamin Cutler Parker, began his work on July 3rd. Two weeks later he was holding services in a rented room over a grog shop at the corner of Pike and South Streets.

Less than a year from the time when they had committed themselves to the idea, the Young Men witnessed the consecration of "The Floating Church of Our Saviour for Seamen" at its Pike Street mooring. Consisting of a wooden "Gothic" superstructure built, at a cost of $2500, on the reconditioned double hull of the steam ferry boat "Manhattan" (bought for $400), this first floating church was

in service until 1866.

The group now set forth a good idea, but in novel form. Sunday pilgrimages to the Church, which seated 500, became so popular in the first months after the launching, that 300 to 400 visitors had to be turned away at each service, and special measures had to be taken to reserve pew space for the 150 to 250 seamen who attended! On one occasion the gangplank actually had to be raised to prevent further entry.

After years of groping, the Young Men had come up with a "winner," and they were quick to follow their advantage.

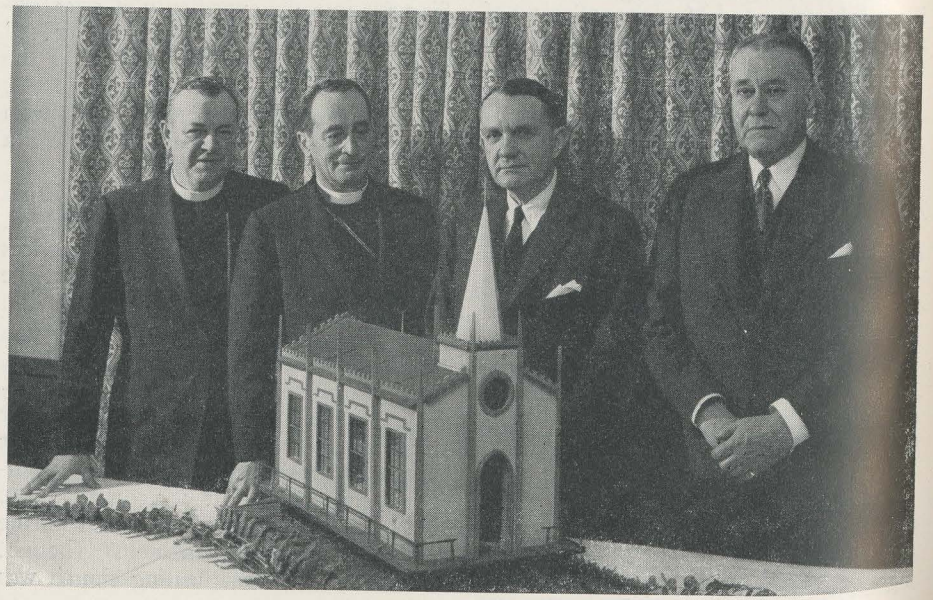
In April, 1844, the Young Men, who had been formed as an auxiliary to the City Mission Society, received their papers of incorporation as an independent organization named "The Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York." By their charter, the group was now authorized to "provide by building, purchases, hiring, or otherwise, so many floating and other churches for seamen, at different points in the City and Port of New York, as they may deem proper, in which churches the seats shall be free; and to provide suitable clergymen to act as missionaries in the said churches."

Nothing was said in the charter about providing lodgings, or any of the many other services which account for the 13 stories required by the Seamen's Church Institute today.

However, the need for social and spiritual betterment to match the success of religious services was soon felt. It was expressed in the first report of the Rev. Daniel Van Mater Johnson, who became the Society's second missionary in March, 1847, when he took charge of the Floating Church of the Holy Comforter, which the Society had launched a few months earlier and anchored at the foot of Dey Street in the North River. He saw the need to provide "a retreat for seamen, where they might be cared for in body and soul" — forecasting the shore homes from which "25 South Street" was to evolve.

Private experiments by the Reverend Mr. Johnson and three lay members of the Society in providing lodgings for seamen at 2 Carlisle Street and 107 Greenwich Street so proved the worth of his idea, that in 1854 the Society's charter was amended to permit the "boarding, lodging and entertainment" of seamen.

The present leaders of the Seamen's Church Institute are shown here with a model of the first Floating Church of Our Saviour. They are (left to right) the Rev. Raymond S. Hall, D.D., director; the Rt. Rev. Horace W. B. Donegan, D.D., Bishop of New York, honorary president; Mr. Franklin E. Vilas, president; and Mr. Clarence G. Michalis, chairman of the Board of Managers of the Institute.



This cleared the way for the opening, in October, 1854, of the Home for Seamen, at 338 Pearl Street. Used continuously until 1893, this was the first of the six lodging centers used prior to the opening of 25 South Street.

The Institute did not, however, "come ashore" with its entire operation when its charter was amended. In fact, after its first two chapels had to be retired in the late sixties, a third chapel was launched in 1870 to replace the first Chapel of Our Saviour, at the Pike Street dock. It bore the same name and was used until 1910, when it was presented to the Archdeaconry of Richmond. In Staten Island it was moved ashore at Mariners Harbor, where it enjoyed a long and useful life, which ended only last December, when the historic structure was destroyed by fire.

However, with the advent of lodging houses opened by the Society, the days of crimping, "shanghaiing," and other outrageous abuses of seamen in New York were numbered, for most of these evils were centered in the waterfront boarding houses — a condition which disappeared as soon as decent alternatives were provided.

The scattered stations of the Society were used as stepping stones to this achievement by that giant among men, who started as Chaplain on January 3, 1896, the Rev. Archibald R. Mansfield, whose vision as a Christian, whose genius as an organizer, and whose tenacity and boldness as a leader, did much to open the doors to 25 South Street. Under the joint leadership of Dr. Mansfield as Director and Edmund Lincoln Baylies as President, the present building was opened on September 15, 1913. It offered to seamen many of the services featured today in the vast program of the Seamen's Church Institute of New York. Ninety men entered the first night, and the number went swiftly to the 800 capacity, making expansion necessary in the next decade — an expansion which gave the building its present size.

Here were performed all of the useful functions of the old boarding house: the provision of meals and lodgings; the holding of mail and baggage, the offering of contacts for employment. Here were eliminated the viciousness, the filth, the crimping, the shanghaiing, the human degradation which were too often inherent in the business operations of the old boarding house. Here were gained friendships marked by trust and decency, replacing those of "the hidden claw and fang" common to the Sailortown district of New York.

In the years since it has opened, 25 South Street has continued to grow and develop, not only by brick and mortar, but by modernization and the addition of new services as they were needed.

During World War I, the Marine School was opened to train sailors to man the bridges of ships sailing for Europe — which it did again in World War II. Over the years it has helped thousands of seamen to come up through "the hawse pipe," to arrive at the status of career officers.

The Missing Seamen Bureau, with the wise and beloved "Mother" Roper as its first supervisor, was also started during World War I. It set out to locate brothers, sons, fathers and friends who were feared lost to submarine warfare. Then, as now, most of the 12,000 who have been found over the years were not lost in calamity, but were lost in the distance of the far horizon, in the isolation and loneliness of seafaring life.

In 1921, when radio had become sufficiently commonplace to make it possible, the Institute established a radio station on the roof of 25 South Street to transmit medical aid to ships not carrying doctors. Countless lives — seamen's and passengers' — have since been saved by this service. This service continues today through the facilities of the Radio Corporation of America.

At the same time, legislation, promoted by the Institute, was obtained requiring ships' officers to be trained in first aid, and a first aid manual prepared in cooper-

ation with the U.S. Public Health Service was published by the Institute.

In the 'thirties, medical facilities at the Institute were supplemented with dental and eye clinics and an ear, nose and throat clinic.

The excellent "Joseph Conrad Library" at the Institute was opened in 1934, providing books and reading material for sailors both at sea and ashore.

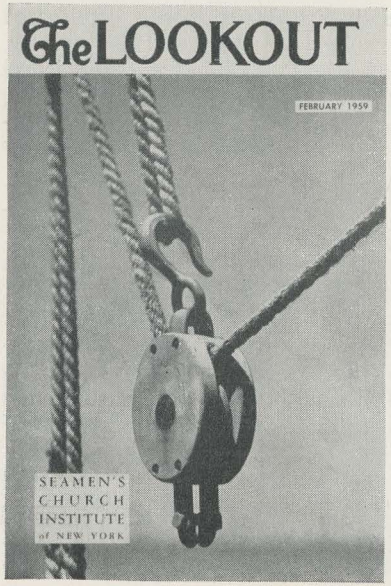
During the war years of the 'forties, national clubrooms for British, Danish, Swedish, Belgian and Dutch seamen were maintained at the Institute. For the personnel of Allied shipping, the Institute offered a brief but welcome rest between trips from the danger of the sealanes. And hundreds who died at sea said their last goodbyes to friends here.

In 1945 a pioneer program was started to help the sailor afflicted by alcoholism. It has proved its effectiveness by giving new lives and new hope to many.

To encourage the constructive use of leisure time aboard ship, the Institute's Artists and Writers Club was started to further the writing and painting interests shared by so many seamen.

A most important and significant addition to the Institute's program has come within the last year — the International Seamen's Club, which some present today will see for the first time. Since its opening, this attractive club has been host to seamen from more than 40 nations. On one night last week, nine different nations were represented at an entertainment and dance. Much is said about the need for international good will and understanding, but here something is being done about it. Sailors gain their impressions of others here, and where they go these impressions will go.

The 42 young men who first met on March 6, 1834, the date we now commemorate, could not have foreseen the development of anything like the Seamen's Church Institute of our day. But it is probably equally true that we, today, cannot foresee what great things God has planned for the welfare of his sturdy company of men who go down to the sea in ships. This does not mean that either their part or our part is small, but rather that great things always follow the meeting of godly men given over to the will of God. This centenary is not a completion; it is, please God, but a milestone.



BLOCKED UP

In January our cover turned a Japanese sail training ship upside down to show her reflection right side up. The effect was well received.

Last month's cover, reproduced here, showed an idle block inverted in obedience to gravity, and the howls of protest would make you think we had hung two tomcats over a clothesline by their tails.

The picture shows an old wood-frame, single-sheave block, reeved to ride, her becket free. To secure the block and the pull rope in idleness, they were joined by looping the eye splice over the hook. Gravity being what it is, the block then naturally tipped over, without malice or trickery, to hang as photographed.

Actually, the block is used to snatch small boats from the water and slide them sideways onto a dock. When the hook is freed to take weight, the block snaps around into its riding position.

Perhaps we should have run this picture upside down, too, but as it was we probably had more fun.

At Our House

SPOT CHECK

A young sailor stepped up to the hotel clerk's window at the Institute the other day and asked, "Could you tell me a place where they do tattooing?"

The clerk reflected a moment and said, "No, not offhand I can't. I wonder if the yellow pages . . ."

"No, I looked already," said the sailor. "The only thing listed is two places that *remove* tattoos."

"Hmmm," said the clerk. "Wait a minute." He switched on the public address system and called out, "Anyone who knows where there is a tattoo parlor in New York, please come to the hotel desk."

In a few moments the young sailor was surrounded by twenty salts flashing red and blue hide and giving addresses. He took down about a half dozen and thanked everybody.

"Hey kid, what kind of tattoo you after?" asked one of the volunteers.

"Oh, it's not for me," hastened the young sailor. "I'm only asking for a friend of mine. He's got a prize dog, a boxer. Only thing wrong is one little white spot on the tip of his nose. He wants to have it tattooed out."

BETWEEN THE ACTS: The auditorium was jammed last month for a Valentine's Day party enjoyed by 400 seamen and staff members from the Institute. Amid refreshments, all hands cheered a variety show produced for the occasion by Mrs. Renee Carmen.

The World of Ships

GOOD BREEDING

A new strain of algae that multiplies itself a thousandfold every day, seen as possibly an important new source of food, was reported to the first international symposium on submarine and space medicine. This algae was developed underwater with a General Electric lamp providing artificial sunlight.

Algae may also be used to produce oxygen for men in space expeditions. The plants absorb carbon dioxide and change it into vegetable matter; the vegetable matter gives forth oxygen.

DOGGING THE GROWLERS

A world-wide survey to determine how ship masters can best use radar to avoid collisions with icebergs will soon be started by the International Ice Patrol of the U. S. Coast Guard.

Among points to be explored is the sensitivity of different types of radar to "growlers" — ice chunks, about the size of a small cottage, broken off larger icebergs. The submerged portion of a growler, usually more than seven times as large as the above surface area, is the real killer, for this large, irregularly shaped underbody can gash a ship's hull below the waterline. The ability of the average ship's officer to read the small "pips" which represent growlers on a radar scope will also be reported in the study.

The study is given immediacy by the tragic sinking of the radar-equipped Danish motorship *Hans Hedtoft* after colliding with an iceberg off Greenland on January 30. While attending engineering seminars recently given by Raytheon Manufacturing Company to provide technical background for the study, Lt. Cmdr. Robertson P. Dinsmore, Commander of the Ice Patrol, pointed out in reference to the *Hedtoft* sinking that the Danish vessel was not in generally traveled sealanes when she went down. "No ship has been lost by an iceberg collision in the patrolled sealanes since the Coast Guard began its International Ice Patrol after the *Titanic* was lost in 1912," he said.

LOOKING AHEAD

Five futuristic-looking ships, without smokestacks and with machinery placed aft instead of amidships, are to be built for the Gulf and South American Steamship Company of New Orleans for use between U. S. Gulf ports and the west coast of South America.

Besides general cargo, considerable wheat, ores and other bulk cargo is transported in this trade route, and the new vessels will, therefore, be combination general-cargo and bulk-cargo carriers. With the machinery placed aft, the widest part of these ships, amidships, will be available for heavy bulk cargo holds. This is also expected to facilitate proper trimming of the ships. Instead of smokestacks, two slender king posts atop the engine room superstructure will carry off smoke and gases.

Two of the ships are to be built in 1961, three in 1963. They are to be 495′ long, 69′ beam and carry 10,926 tons of cargo and 12 passengers at a service speed of 18 knots.

CONTINENTAL DRIFT

Rocks several hundred million years old have been found that may have a bygone orientation of the earth's magnetic field, or North Pole, frozen into them. Some found in North America place the pole south of Japan. European rocks of the same vintage suggest a location north of Wake Island. Recently, in western China, three rocks were discovered to place the pole either in the present position of Bavaria or southeast of New Zealand.

One suggested explanation to this puzzlement is that the continents have been drifting through the eons. This solution would also answer the problem of how Antarctica got its vast coal field, evidence of a hot climate through much of its history. Opponents of the theory argue that the frozen magnetism has been so modified that it no longer represents the true orientation of the original magnetic field.

Seamen have expressed interest in the theories, but they allow as how proof of either view won't affect transatlantic navigation much.

ATOM BLOCK

The symbol of progress in our age, the atom, may turn out to be a handicap to progress in the shipping industry, blighting advances made in other directions, specifically the gas turbine, according to Jacques Nevard of *The New York Times.*

Tested on the converted Liberty *John Sargeant,* the gas turbine has proved able to run a ship twice as fast using 5% to 10% less fuel than a steam turbine. Although marine technicians are enthusiastic about this development, the industry's policy makers have yet to order a new gas turbine ship. American shipping men are by no means all eager for nuclear powered merchantment, but few will deny that the apparent inevitability of the era of nuclear shipping curbs interest in other forms of propulsion.

It is feared that unless the government underwrites further development of the gas turbine engine, this invention, intrinsically a remarkable and valuable step forward in marine propulsion, will disappear in the glare of fission.

SCRAPING BOTTOM

Five specimens of a shellfish thought to have been extinct 300,000,000 years were recently scraped off the floor of a 300-mile-deep trench in the Pacific Ocean. The Paleozonic Neopilina reached the deck of Columbia University's Lamont Geological Observatory vessel *Vema* dead, apparently because of drastic temperature and pressure changes.

Descendants of the 1/10-inch-wide shellfish include snails and chitons, today commonly found on rocks along the seashore, and also the creature that, a mere half-million years ago, left the earliest clear fossil record of animal life on earth.

Scientific theories and research have been jolted by the finding of the Neopilina, for until recently it was believed that the ocean bottom was no place to look for early forms of life. This discovery supports the idea that the constant environment of deep waters, with almost no predators or heredity-changing cosmic radiation, helps preserve species unchanged.

HITCH-HIKERS

In the future, game fish — like people — may be known better by the company they keep. Frequent companions for many game fish are the remoras, or disk fish, which hitch-hike rides with their sucker disks.

Detailed knowledge of the remoras, which by virtue of their size are easier to study in the laboratory or aquarium than are their hosts, may shed light on the habits and life histories of large sharks, marlins and sailfish. Remoras attach themselves to large fish or even to whales, presumably to ride to breeding grounds.

Research on the remora currently being conducted at the Smithsonian Institution is expected to yield significant contributions to the conservation and management of important game fish.

Navigating used to be a bear cat; today you can dial the answer on a dead-reckoning analyzer.

American Museum of Natural History *Radio Corp. of America*

They Followed the Stars

NAVIGATOR was long a proud title applied to great seamen, explorers and naval heroes, but as the waters of the earth have become familiar and improved methods and instruments have reduced the mystery and art of navigating, the navigator's prestige has declined. Now, in view of exotic new navigational systems developed for missile guidance and exploration, the electronics technician threatens to supercede the navigator. Before he departs to join the captain of the fore-top and the overseer of galley slaves in the limbo of the out-moded, a review of his art is in order.

The origins of seafaring and navigation are lost in the mists of pre-history and will probably never be recovered. Most of the islands on earth were discovered and colonized by stone age peoples. In Babylonia there is evidence of ocean voyages as far back as archaeologists have dug. Earliest Indian records mention ships that sail "out of sight of land." For us, however, the history of seacraft begins in the Mediterranean Sea.

The mythical hero Odysseus can justly be considered typical of the Greek sailor of about 1000 B.C. He was the first sailor who we know used the stars in finding his way. They were the guideposts of his voyages, although he seems to have had little theoretical knowledge of astronomy.

In those days there was no pole-star; the Great Bear circled near the pole. Odysseus knew that the Great Bear indicated the north, and he also knew the Pleiades, Bootes and Arcturus. The last two rose in the sky about eleven hours apart, so one or the other was always visible at night.

Sailors also observed the meridian passage of the stars to tell time at night. Homer often makes remarks similar to: "After the third watch, when the stars had passed the zenith." Some star was passing the zenith all night long, but this reference is probably to the "decan" stars of the Egyptian astronomers. Since one of these reached the zenith every forty minutes, the hour could always be determined within twenty minutes. Navigation depended greatly upon piloting. From here you sailed in a certain direction to there, keeping a specific star or constellation "on the left hand" or in whatever position appropriate to your course. Your destination was recognized by some prominent landmark. The "two bold headlands" were the thing to look for when sailing to Odysseus' home in Ithaca. A navigator had to know such things, and he learned them from experience.

There were more scientific navigators in the ancient world than the Greeks. The Phoenicians, already great sea traders, were reputed to be the best sailors. They knew that the Little Bear was nearer the true pole than the Great Bear that guided Odysseus, and by the Little Bear they "steered the truest courses." The Egyptians, too, were accomplished seamen. Their astronomy was very old even then, and their voyages covered a greater change in latitude — and therefore a greater change in the stars — than those of any other ancient people. Many centuries before Odysseus, Egyptians were sailing far down the Red Sea to the land of Punt (Somaliland). We have little precise information about their methods of navigation, however, for the Phoenicians jealously guarded their knowledge and the Egyptians left no records of how they found their way.

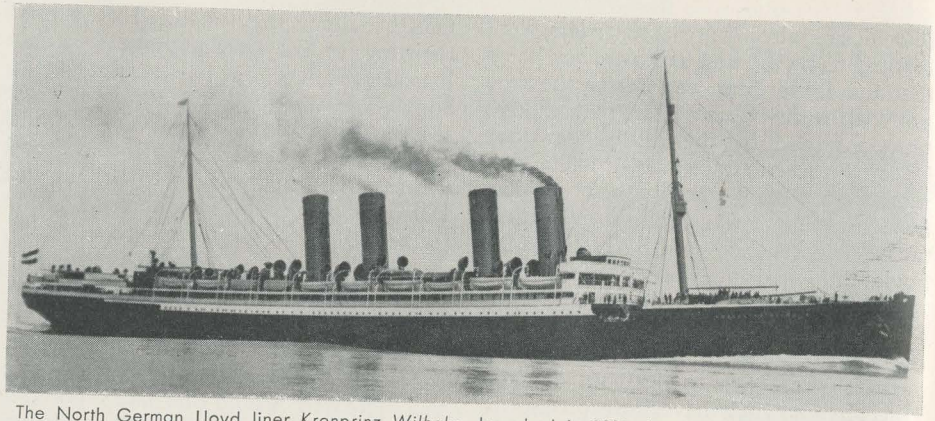
The Greek study of astronomy began about 500 B.C. and quickly reached a high high state of development. The earth was known to be round, and it was measured with great accuracy. The Greeks located the North Pole and the Equator and measured the angle of the ecliptic. During the third century B. C., Pytheas calculated the latitude of Marseille with an error of only 15′ by comparing the height of a vertical staff (gnomon) with the length of its shadow at noon. The latitude of every place of importance was soon known. Attempts were also made to determine longitude, but the only method in use depended on eclipses of the moon and results were unreliable.

How much advances in theoretical astronomy influenced practical methods of seafaring is a moot question. Many scholars think that early seamen were an ignorant bunch. On the other hand, Strabo, the geographer, argues that the Phoenicians had to be good astronomers because they needed knowledge of the stars to accomplish their voyages. Other writers, too, refer to the study of astronomy by sailors. Cicero hints that sailors did not study the stars as astronomers, but that is natural enough. Astronomers were accustomed to use data supplied by seamen, and in the Phoenician city of Tyre the astronomer Marinus was head of the Hydrographic Office. Sailors were required to submit their logs to him after a voyage; it is only logical to believe that he instructed them. Some Greek astronomers were active at sea, too. Bion was brought from Rhodes to be Chief Pilot of the Egyptian navy, and Pytheas led an expedition to Britain and Iceland. So the alleged ignorance of the seamen of past times is, perhaps, a slander.

Whether ancient sailors had any instruments to guide them at sea is unknown. There was a device for measuring the distance traveled by ships, described by the engineer Vitruvius, who also mentioned that there were people who made "portable dials for those who travel." The only ancient astrolabe extant was recovered from a Greek galley. It was a very difficult instrument to use, however, and later navigators reported errors of as much as 600 miles with it, calling into question its value in the restricted waters of the Mediterranean. During the late Middle Ages seamen in northern Europe adapted the gnomon for use at sea. In its marine form it consisted of a peg set in a wooden disk inscribed with circles to aid in measuring the shadow. It was floated in a basin of water to keep it level. Perhaps ancient seamen had such a device, but there is no mention of it. The astronomer Ptolemy speaks of charts for sailors but says nothing of any instruments.

By the beginning of the Christian era there was a well-established system of sailing by the stars. The practice was to sail north or south until the stars were in the right place on the mast and then to follow the meridian into port. This explains the roundabout route of St. Paul's ship. The practice was common right into the twentieth century: Long after chronometer, time-tick and line of position had made it an anachronism, it continued to be the preferred method of many conservative merchant captains.

Ancient warships, which usually stopped at night to mess and berth their large crews of oarsmen, did not make extended voyages far from land. Early progress in navigation was, therefore, made mostly by merchant seamen in quest of the things people want. — THEODORE N. WOODS



The North German Lloyd liner *Kronprinz Wilhelm*, launched in 1901, became a marauder within a week of the outbreak of World War I.

Big Time Hide-and-Seek

IT is difficult to imagine a four-funneled, 638-foot ship able to remain hidden and, at the same time, to raid shipping along the south Atlantic trade routes, yet that is exactly what the *Kronprinz Wilhelm* did for the first eight months of World War I.

When war broke out, the 13-year-old passenger liner had been stocking fuel and provisions in New York. At 8:10 p.m. on August 3, 1914, she received orders to proceed out to sea and, of the seven German ships in the harbor, was the only one able to escape. Three days later she rendezvoused 300 miles east of Cuba with the German cruiser *Karlsruhe*, passing provisions to the warship and receiving guns, ammunition and her new captain, Lt. Cmdr. Thierfelde, in return. Her own master served as navigator for her remaining time at sea under the German flag.

At 10:15 next morning the two ships, still tied together transferring supplies, were startled by *H.M.S. Suffolk*. The British warship chose to pursue the cruiser (unsuccessfully), and the *Kronprinz* fled.

Thierfelde had a momentous task before him: to make this undisguisable vessel into an effective threat to Allied commerce without risking capture. He dared not venture into a port, for an Allied warship would inevitably be waiting when he returned to sea, and with her high sides she presented at least as good a target as the proverbial side of a barn. The *Kronprinz*' armament — two 3.4" guns with 290 rounds of ammunition — would have been shamefully inadequate even on a torpedo boat. Her great advantage was speed, a little over 23 knots, but to maintain this she ate more than 500 tons of coal a day, and even with her main saloon converted into a bunker, could not carry over a week's supply. She carried a crew of 500 to be fed, many of them stewards.

Well before the war had begun, however, the Germans had set up a sort of "fleet train" of German cargo ships bringing information, fuel and stores to raiders from South American ports. The *Kronprinz*' only other source of supply was captured cargo vessels, which were unburdened of coal and fresh food before they were sunk.

Thierfelde captured his first prize, the *Indian Prince*, on September 4 and transferred her coal and crew to the raider. On October 7 he captured *La Correntina*, carrying fresh meat, coal and two 4.7" guns — but no ammunition. Ironic, indeed, was this disappointment, for if *La Correntina* had carried ammunition, she could have blasted *Kronprinz Wilhelm* out of the sea. Upon one occasion the *Kronprinz* towed a vessel beside her for three weeks, steadily transferring coal her prize carried until it capsized with 800 tons of coal still in its holds.

Recognizing the tremendous odds against him, the German Admiralty on Christmas Eve, 1914, gave Thierfelde permission to take shelter in a neutral port. Thierfelde and his men chose to continue their phantom raiding, but by the end of February the German supply system was breaking down and the growing hostility of South America was taking its toll. The *Kronprinz* herself was wearing out. Her hull was battered and dented from banging against ships tied up beside her in all kinds of weather; her bows were leaky and bent from ramming ships to sink them without using valuable ammunition; continuous use and lack of maintenance had almost ruined her engines and boilers; and above all, her crew was sick from constant physical and mental strain and lack of fresh food.

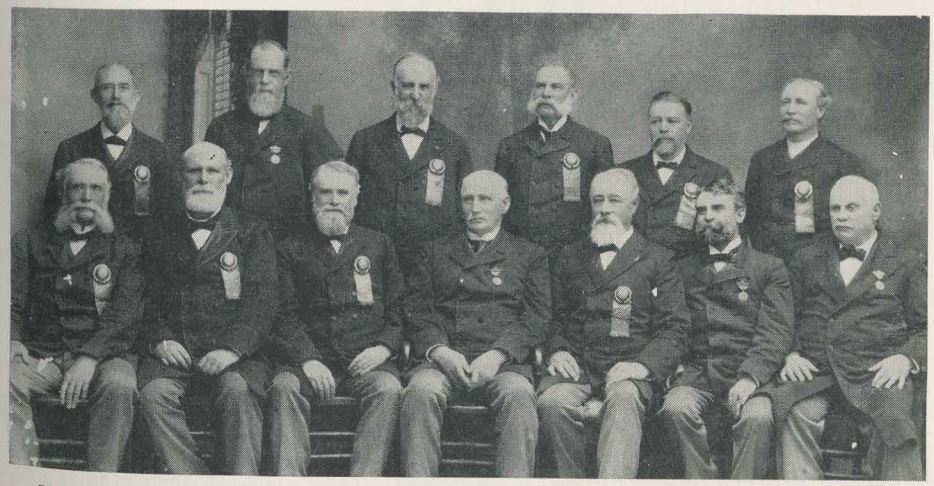
Gathering the remaining resources of his ship and crew, therefore, Thierfelde slid the *Kronprinz* into Newport News, Va., before dawn on April 11, 1915, escaping once again from *H.M.S. Suffolk*, which was hovering at the entrance to the harbor. Forbidden under international law to repair war damage, Thierfelde was unable to get his ship into seaworthy condition and, having overstayed permission to remain, the ship was interned.

Although Thierfelde's prolonged cat-and-mouse game is open to criticism, it is to be remarked that while causing no loss of life, he succeeded in disrupting the Allies' South American trade, caused much of the Allied cruiser force to be dispersed looking for him and sank a minimum of fifteen loaded Allied vessels.

Upon America's entry into the war the *Kronprinz Wilhelm* was refitted as the armed transport *Von Steuben* and made several trips to Brest. No amount of refitting could put her back into good condition, however, and she was laid up and finally, in 1923 scrapped.

In the Wake

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



READER'S ADDENDUM: Mrs. J. G. Thompson of Selinsgrove, Pa., recognized as one of her grandfather's old friends Captain William W. Urquhart, whose strange adventure with "Barentha Rock" was described in *Mysterious Ways* (November, 1958). Mrs. Thompson kindly forwarded this picture, which includes her grandfather, Captain Benjamin F. Marsh, and Captain Urquhart in a group of sea captains who served as honorary crew and escort to President Harrison during the Centennial of 1889. Seated, left to right, are G. Dearburn, J. Dewar, G.D.S. Trask, Ambrose Snow (coxswain), S. Whitman, R. Norton, R. Luce and standing: Benjamin F. Marsh, S. Y. Fairchild, J. Parker, W. A. Ellis, A. Spencer and W. W. Urquhart.

Book Watch

THE GREY SEAS UNDER

Farley Mowat
Little, Brown & Co., $5.00

The author, who spent some time at sea aboard sea-going salvage tugs, has pieced together the life of one of them, the *Foundation Franklin,* in a thorough-going history in which heroism and ingenious seamanship become almost commonplace. Mr. Mowat chronicles the outstanding adventures of the 156-foot coal burner as, from 1930 to 1948, she beat her way through the stormy Atlantic, saving many ships and lives.

THE SALVAGER

Mary Frances Doner
Ross & Haines, Inc., $5.75, *illustrated*

Miss Doner tells the robust tale of Capt. Tom Reid, who conducted one of the largest salvaging companies in the Great Lakes area, against the background of an historical record of the shipping disasters on the Lakes from 1880 to 1950. Holding at least one thrill per page, this book is a fast-reading, vivid adventure story of the rags-to-riches life of an heroic man.

THE STRANGE ORDEAL OF THE NORMANDIER

H. L. Tredree
Little, Brown & Co., $3.95

During World War I, when H. L. Tredree first shipped in *S. S. Normandier* as chief radio operator at the age of 17, he thought he'd fallen into an exceptionally tough berth. The ancient battered hulk had stifling quarters, scanty provisions and a veritable army of bugs. But nothing that the men of the *Normandier* had experienced could possibly have prepared them for the fatal voyage of August, 1918, when the old tramp left Africa for Canada. Blackwater fever had already broken out among the crew, and as the ship crept through the Atlantic storms, a macabre death march moved through the ship. Mr. Tredree, one of the two known now living survivors of the voyage, gives a graphic account of the horrifying episode and of the bravery and heroism that shone bright among the men who endured it.

THE TREASURE DIVERS OF VIGO BAY

John S. Potter, Jr.
Doubleday & Co., Inc., $4.95, *illustrated*

John Potter decided, in 1952, to use the most modern means of treasure hunting to recover the amazing treasure which was sunk with the Spanish Armada in 1702. He assembled an international group of skin divers, collected every scrap of information on the armada and the battle, and the hunt was on! Mr. Potter relates their engrossing adventures — the dangers and beauty of the underwater world, the excitement of the treasure hunt itself, and the hilarious escapades of the young team when they went ashore — capturing for the reader a powerful sense of participation in a real adventure.

COOKING AFLOAT

Katherine Pinkerton
M. Barrows & Co., Inc., $3.50

A book to interest all sailors and anyone who likes to cook, eat or read, this cookbook includes a buying, stowage and galley guide with 350 recipes enlivened with lighthearted anecdotes and reminiscences. The recipes have all been cooked in a galley and tested on sea appetites during the seven years Mrs. Pinkerton spent cruising with her family.

SEA HERITAGE

My old grandfather,
My uncles and my dad —
They were all sea crazy,
They were ocean mad;
And my cradle rocked
To the shimmer of the sea,
And the waves and the tide
They suckled me.

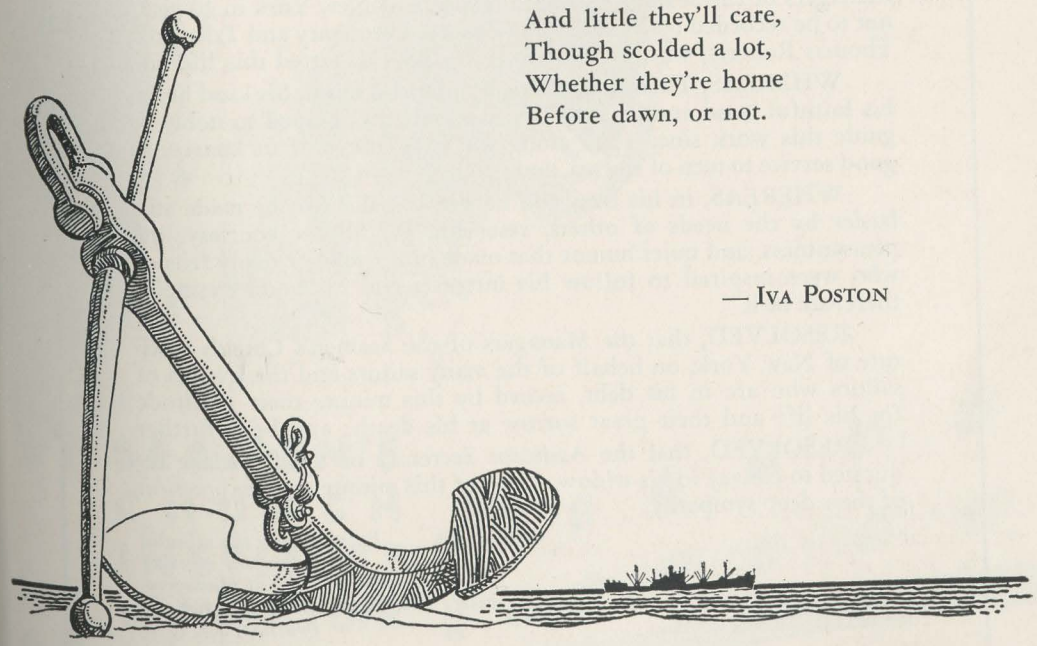
I was sent to school
To learn to read and write,
But how could I study
With the sea in sight —
And the room would blur
And the pages fade
With each lone cry
A sea gull made.

OLD BOAT LOVERS

When an old tramp steamer
Comes wallowing in
With seaweeds and barnacles
Under the chin,
There's a dash to the pier
From all over town —
But seamen are always
The first ones down.

Then they're late for supper
And little they care
So long as the old boat
Is anchored there;
And little they'll care,
Though scolded a lot,
Whether they're home
Before dawn, or not.

— Iva Poston



Thomas Roberts

WHEREAS, this shall be the first resolution by the Board of Managers of the Seamen's Church Institute of New York in 20 years not to be recorded by its valiant and revered Secretary and Treasurer, Thomas Roberts, who on February 15, 1959, departed this life and

WHEREAS, Thomas Roberts, by his wise mind, his kind heart, his faithful hand and by his Christian spirit has helped so nobly to guide this work since 1927 along the true course of its charter in good service to men of the sea, and

WHEREAS, in his busy life he did not shirk to be made still busier by the needs of others, reserving for all the courtesy, the pleasantness, and quiet humor that made him a man of many friends who were inspired to follow his interests and his good example; therefore be it

RESOLVED, that the Managers of the Seamen's Church Institute of New York, on behalf of the many sailors and the friends of sailors who are in his debt, record by this minute their gratitude for his life and their great sorrow at his death; and be it further

RESOLVED, that the Assistant Secretary of the Board be requested to convey to his widow a copy of this minute as an expression of their deep sympathy.

Extract from the minutes
of the January meeting
of the Board of Managers,
Seamen's Church Institute of New York
February 26, 1959