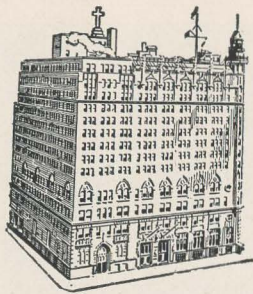


The LOOKOUT

OCTOBER 1957



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: Like falling leaves borne on an October wind, these gulls swoop downward to rest or further flight. Photo by Max Hunn.

The Luckiest Hour



For an outstanding feat of safety at sea, Rear Admiral Henry C. Perkins of the Coast Guard presents the Ship Safety Achievement Award to Captain Frederick Fender, master of the *America*.

AN EMERGENCY operation which saved the life of a crewmember of the passenger liner *America* has won that ship the Ship Safety Achievement Award. Sponsored jointly by the Marine Section of the National Safety Council and the American Merchant Marine Institute, the award is one of three presented each year to the American-flag passenger liner, freighter and tanker which have performed the most outstanding feats of safety at sea during the past year.

The operation, an emergency appendectomy performed on crewmember Michael Culnane in December, 1956, was a feat of safety in which the entire crew participated. Violent seas that would have normally made such a delicate operation impossible were thwarted by a high degree of teamwork in all departments of the ship. Through the tenderest handling

of the rudder and engines, the big ship was steadied and her heavy roll reduced to a gentle rocking. Meanwhile, Chief Surgeon William P. Kelly and two doctor-passengers worked under conditions where the risk of a slip of the knife was more dangerous than usual, and brought the operation to a successful close.

At shipboard ceremonies held at Pier 86, North River, in September, Rear Admiral Henry C. Perkins, USCG, Commander of the Third Coast Guard District presented the award, a blue pennant with the green cross of safety in a white circle, to Captain Frederick Fender, the *America's* master. Personally inscribed certificates were also presented to Captain Fender, Surgeon Kelly and several others of the crew. Michael Culnane, still a crewmember, was on hand for the ceremonies commemorating his luckiest hour.

A master's touch: Chris Svendsen, who used to sail on Norwegian whalers, relives the old days by touching up this model of the whaling bark *Viola*.



Fingertip Shipyards

IN THE AGE of the push-button and the assembly line, one of man's most ancient crafts — model shipbuilding — is having something of a renaissance. Sailors, to whom their ship has always had a very significant and personal association, have made ship models over the centuries. But today, a whole new flock of men whose only ties to the sea may be in terms of dreams or memories have found that the world of ships is as near as their own ingenuity can make it.

Reacting against the passivity of the television age, these men reflect a nationwide boom in working-with-the-hands — a boom that runs all the way from making ship models on the head of a pin to building your own home. Although the ship modelers still lag, numerically, far behind the model airplane builders, they are consuming several million plastic ship model kits and several thousand wooden ship model kits and sets of plans every year. They range in age from rock 'n rollers to the rocking chair set, but they share two attributes in common: varying degrees of craft ability and a feeling of excitement about ships.

The millions who buy plastic ship kits, however, are not to be considered in the same league as the dedicated craftsmen who may spend four or five years constructing one finely wrought model. Plastic ship kits are really toys; almost completely prefabricated, they can be put together in an hour or two by a smart youngster. But like the anti-pasto in a good Italian dinner, they tease the appetite. Many youngsters, or their fathers, who start out with plastic kits, soon find that they're not satisfied. Then they graduate to wooden kits, next to improving and embellishing the wooden kits, on to working from plans, or making their own plans from pictures, and so on. Before they've realized what's happened, they've been bitten with the model maker's bug and they're never quite the same again.

However, becoming a serious model maker is not that simple. According to John Shedd of Model Shipways, one of the leading manufacturers of wooden ship model kits, only one man in ten has the ability to handle the intricacies of model making. Nine out of ten dentists would qualify, he believes, as would surgeons, watchmakers, and others with unusually skillful hands.

Granted the basic craft ability, a good model maker, says Shedd, usually has a feeling for history and a vivid imagination. Creativity is not necessary, but he must be blessed with a capacity for dogged persistence. Making a good ship model can take hundreds of hours of the most detailed, precision-like work imaginable.

A group of men with talent, persistence and an enthusiasm about model shipbuilding that can only be compared to an attack of Hi-Fi-itis, meet every month at the Marine Museum of the Seamen's Church Institute. They are members of the Ship Craft Club, and there's nothing they'd rather talk about than their ships. As proof, engage one in conversation for five minutes and out comes a photo of the newest "baby" — a ship model. "Most of us ship modelers are lone eagles," says George Dannenberg, president of the club. "Before the club was formed three years ago, we had no one to talk to about our modeling. Now we wouldn't miss a meeting for anything."

At the meetings, the 40-odd members swap ideas and techniques, bring in their own models-in-process for criticism and suggestions, and see what they can do to help the other fellow who's stuck on a technical problem. Their specialties are as varied as their occupations and interests: the roster includes cops and undertakers, master mariners and yacht brokers. Some of the members make only pirate ships,

others do warships, or whalers, or submarines, or tugs. Some will work for years on a model, like the member who has already spent four years simply doing research on the *HMS Bounty* in order to produce a real contribution to the craft instead of what he considers a mere toy; others may finish a model in a few weeks. Some make everything on their models by hand, including even the most minute fittings; others use wooden kits which start them off with a hull and cast fittings and let them take over from there. All are enthusiastic about the other guy's work. "There's no jealousy among ship model makers," Mr. Dannenberg says. "We appreciate good workmanship too much for that."

Although there are other ship model groups in the country, the Ship Craft Club is the largest. Ship model aficionados who can't come to regular meetings — and there are almost a hundred of these associate members, hailing from California or Minnesota or Holland or Puerto Rico — keep in touch with the club by mail and frequently query for advice on a technical craft problem or on some historical detail like, "What type of rigging was used on 16th century Spanish galleons?" Members find the collection of ship models at the Institute's Marine Museum a valuable source of study, and some of their own best work is on display there.

The Ship Craft Club has only one tabu:



Veteran model builder and Secretary-Treasurer of the Ship Craft Club, Captain Ralph E. Cropley researches his next ship model.



Ship Craft Club member Howard Ferry spent 1,000 hours on this model of the *Flying Cloud*.

no women allowed. Although there are women ship modelers and some have applied for admission to the club, they are invariably turned down. The reason for this prejudice, as one member explained, is that "When women get together they talk too much, and not about ship models." Members' wives, on the other hand, are fairly tolerant of their man's interest in making ship models. Other than occasionally destroying the rigging of a prized model by a swish of the dust cloth, they do little to hinder it.

How do people get interested in ship modeling? Well, one member of the group has been building models ever since he was a child in San Francisco in the sailing-ship days. Another comes from a family that has been in the boat business for years, but he never took up modeling until "I got divorced and found time on my hands." Still another began making models after going to sea in the merchant marine for 12 years. Most sailors today don't make ship models, he says, because there just isn't enough room in the fo'c's'le to spread out the equipment and go to work. Be that as it may, John Shedd at Model Shipways points out that he receives many requests from seamen who want a model kit of the ship they're sailing on. But, he also adds, only one man in ten has the ability to make models. That means one

out of ten sailors, too—numerically, a rather small group.

Sailor-built models from the days when blueprints and plans were not available, however, are of very special importance to the researcher in preparing plans for model ships. So are votive models, made by sailors in the sailing-ship era and hung in churches in several North European countries as offerings to bring the ship good luck in its voyaging.

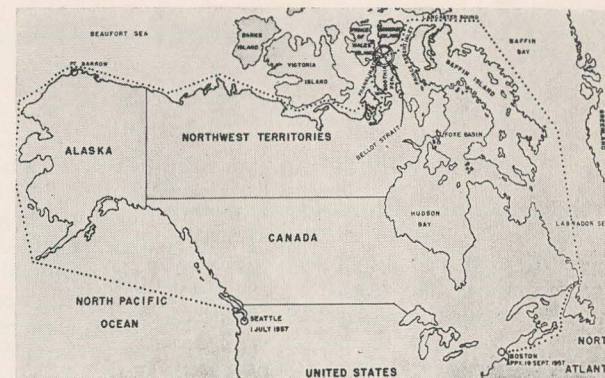
Men in jail often become good ship model makers, as the correspondence files of both the Ship Craft Club and John Shedd's Model Shipways testify (10% of Model Shipway's business is via mail order). Although Shedd's never found out what put these particular ship model makers behind bars, he has a suspicion there's a tie-up with the nimble-fingers ability.

Most model shipbuilders live in seaport towns, according to Model Shipway's sales figures. Inland hobbyists tend to favor model airplanes and railroads. In the Midwest, though, there is a strong interest in building western river steamboats, a demand that is not being met by the kit-makers at the moment.

Where do ship modelers do their work? Not all are lucky enough to have workshops at home, and cramped apartment dwellers often have to make the kitchen table their workshop. For those who don't have a big-enough kitchen table—well, a recent issue of the *Binnacle*, the Ship Craft Club's monthly newsletter, suggests that building precision miniatures, on a 1/50" or a 1/100" scale, may be a solution to the space problem.

Ship model makers have their problems, and their fun, too. "There's an immense feeling of pride and accomplishment in making a model," one of them sums it up. Captain Ralph Cropley, who is Secretary-Treasurer of the Ship Craft Club and editor of the *Binnacle*, adds a further note: "Precision model making is like marriage; by the time you're successful or just used to it, you're either dead, or at least, pretty old." As far as we can tell, there have been no divorces, and most ship model enthusiasts seem to be growing old quite gracefully.

At the Top of the World



CLEARING THE seemingly impassable Bellot Strait, key link between the Arctic Ocean and the Atlantic, the Coast Guard cutter *Storis*, below, becomes one of the few vessels in history to complete a successful Northwest Passage—a route around the top of the North American continent (see map above).

The *Storis*, two sister cutters *Spar* and *Bramble*, and the Canadian ice patrol ship *Labrador* completed the transit of the Northwest Passage on September 7. They had undertaken the mission in June for

MSTS, to find an alternate route to the east for vessels supplying the Distant Early Warning line radar outposts. In the past, supply ships entering the Arctic Ocean through the Bering Strait in the west have sometimes come close to being trapped in the Arctic over the winter.

Since the search for the Northwest Passage began almost 400 years ago, only a small handful of vessels have succeeded in crossing the icy waters at the top of the world. The first was Roald Amundsen's *Gjoa*, which made the voyage in 1906.



The World of Ships

LIP SERVICE?

Government leaders who "give lip service to the policy of maintaining a strong merchant marine" but are "vociferously non-committal when any attempt is made to get down to brass tacks about future financial support for the programs already worked out" got a blast from Ralph Casey, president of the American Merchant Marine Institute, at a recent meeting of the Merchant Marine Committee of the American Legion in Atlantic City, New Jersey.

Mr. Casey pointed out that despite the current high level of shipyard orders and the extensive fleet replacement plans of the industry and the Maritime Administration, there was little cause for optimism about building a strong American merchant fleet. He warned that leaders in the executive branch of the Government might be experiencing "a change of thinking with respect to the role of the merchant marine in a future war," with the possible result that the present elaborate industry-Government program to prevent block obsolescence of the merchant fleet might be crippled before it got well under way.

GLASSY

Lifeboats made of laminated glass fiber may replace metal and wooden boats for the American Merchant Marine, if tests planned by the Maritime Administration turn out to be successful.

Maritime Administrator Clarence G. Morse has announced that bids are being invited from manufacturers on four to twenty of these lifeboats, each capable of seating up to 40 persons. Although glass-fiber boats are in use abroad, this would be the first time they would be built and tested in this country.

Preliminary investigations have indicated that the boats would require little

or no maintenance and would probably last as long as the vessels on which they were used, Mr. Morse said. They would not be subject to corrosion, and their elasticity should enable them to withstand shock and collision that might seriously damage metal boats.

Performance tests on the boats will be run by the Coast Guard, and later they will be used on the gas-turbine Liberty ship *John S. Patterson* and on other government-owned ships. Eventually, they may become standard equipment on all new American merchant vessels.

PARTICULAR

The crew of the United States Line ship *Pioneer Isle* thought they were doing a good deed when they tried to rescue a castaway from an uninhabited South Seas island last month, but they learned that you just can't please everybody. They got a polite refusal from Robert Tomarchin of Florida when the captain refused to let him take his pet chimpanzee aboard.

A few days later, a rescue party brought both Mr. Tomarchin and his pet to Pitcairn Island. Tomarchin reported that he had been stranded on the island July 28 from the yacht *Flying Walrus*. No further details were given at the time.

FREE ENTERPRISE

An American shipping magnate took the lead this month in the three-way race for ownership of the world's largest private shipping fleet. With an order for the construction of five 104,500 deadweight-ton oil tankers, Daniel K. Ludwig of National Bulk Carriers, New York, pushed far ahead of his two "Golden Greek" rivals, Stavros S. Niarchos and Aristotle S. Onasis. Onasis

has two 106,500 tankers on order and Mr. Niarchos has one of the same size.

When the first of Ludwig's five tankers is completed next year, it will be the largest in the world, wresting that title from his 85,500-ton *Universe Leader*. Work will start on the first ship in June of 1958 and she will be off the ways before the end of the year. All five ships will be built at the former Japanese Naval Arsenal in Kure, Japan now owned by Ludwig. He is believed to be the only major shipowner today who builds his own ships, operates them, and will soon have a huge new yard to repair them.

Known as the "mystery-man" of shipping, 59-year-old Ludwig actively shuns all types of publicity. He is reputed to have a personal fortune of \$500,000,000 from international shipping and basic raw-material operations.

SAFETY FIRST

American passenger ships are safer than those of any other country, in respect to subdivision and damage-stability standards, according to a Coast Guard report recently released by the House Merchant Marine and Fisheries Committee.

The extra-high standards were set by the Senate Committee on Interstate and Foreign Commerce after the *Morro Castle* and *Mohawk* disasters, and exceed those required by the International Safety of Life at Sea Convention, by whose standards foreign countries build their ships. They require that American-flag vessels have extra water-tight bulkheads, so that if compartments below are flooded, the ship still has stability. In addition, so that the ship will not become light on either side, seamen on United States ships are required to fill their fuel tanks with water ballast as the fuel is emptied underway.

EVEN STEVEN

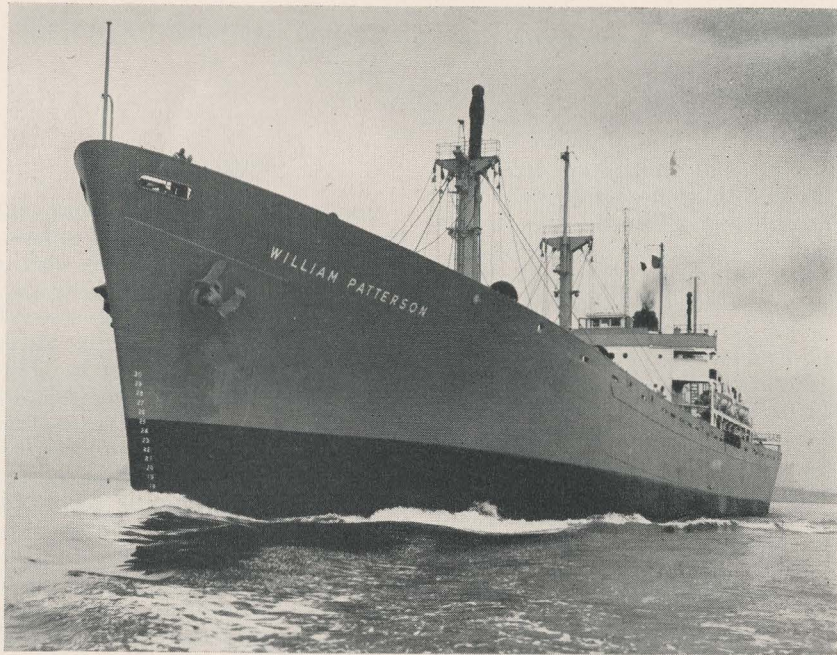
Israel, a country surging ahead in maritime matters, is now reported to have the first "floating kibbutz" — a ship where captain and cabin boy draw the same pay, eat at the same mess and where "everyone feels that he himself is responsible for the ship."

The ship is the *Palmach*, a 2,730-ton freighter which made her maiden voyage from Germany to Haifa this summer. She is jointly owned by the Atid Navigation Company and the Kibbutz Hammeuchad movement. According to reports from *Hi-Yam*, a magazine published by the Friends of the Israel Maritime League in South Africa, and Glasgow's *Nautical Magazine*, the crew as a whole receives a share of the "company's profits," which is then divided equally among each member. Work on board is assigned by a crew committee elected by the members, and another committee, also elected, organizes cultural activities. There is no imposed discipline, and officers wear no distinguishing uniforms.

Right now the ship has a woman radio operator, and when six more similar ships, now on order, go into operation, many more women will probably be added to the crew. The *Nautical Magazine* reports, "A long list of hopeful girls is waiting to be signed on... even as able sea-women."

LOVE THAT HOOK!

Ever hear of a fish with a death wish? Well, how else would Freud explain a fish that lets itself get caught three times by the same fisherman at the same pier? Frank Wojcik, a biologist at the Virginia Fisheries Laboratory caught a croacker early this summer off a pier at Gloucester Point, Va., tagged and released it, and has caught the same fish twice, since. Next time, he says, there'll be a fish fry.



The revolutionary GTS Patterson, first U.S. merchant ship powered by a free piston gas turbine.

The Fourth Cinderella

FOUR LIBERTY SHIPS have been transformed by the fairy godmother's wand of the Maritime Administration lately, and the newest Cinderella of the lot bowed in New York harbor last month. Before entering service in the North Atlantic, the GTS *William Patterson* made a five-hour demonstration run to Ambrose Lightship to show the marine fraternity what an old Liberty ship can do when she's got some new power under her belt.

Project four in the Maritime Administration's experimental conversion program of wartime Libertys, the GTS *Patterson* is considered a revolutionary ship. She is powered by a free piston gas turbine, the first installation of this type of power plant in the United States and the largest of its kind anywhere. Chief Engineer L. L. Howard explained to visitors to the ship's noisy and mysterious engine room that the 6,000 horsepower power plant was extremely "flexible" in operation. The required power, he said, could be obtained with

various combinations of gas generators and different size turbines. Behind him, the six 1,000 horsepower units, all painted silver, were busy producing hot gasses with free piston compressors (not connected to a crankshaft) that spun turbines geared to the propeller shaft. The visiting engineers on board were impressed. "It seems more practical, and a lot cheaper than an atomic engine," said one of them. "I don't know about that," another commented, "But it looks pretty good to me."

It also looked pretty good to Maritime Administrator Clarence G. Morse and other government officials aboard. Morse pointed out that this is the first engine of such high speed capable of burning the very cheapest of marine fuels (Bunker C) and that it could be completely overhauled at sea. Because it uses very little critical material and can be manufactured on a mass production basis, it has considerable potentialities for mobilization planning, he said.

The last factor is crucial. Although it also hopes to assist the American Merchant Marine in the development of new types of propulsion plants, the Maritime Administration has undertaken the \$12,000,000 Liberty ship experimental conversion program primarily to determine what, if anything, can be done to increase the defense potential of the 1500 Liberty ships idling away in the Reserve Fleet. Although they performed magnificently in World War II, the 10-knot Libertys are comparable today to a Model T in a world of sport cars. Modern submarines go almost three times as fast. In the Korean conflict, the Libertys were practically useless. The reconversion of several hundred ships like the *Patterson*, which did better than 17 knots on sea trials, may be the answer. Even at a cost of about \$3,000,000 per conversion (the *Patterson's* face-lifting cost \$3,000,000), costs would be much less than building a whole new fleet.

The *Patterson* has also been smartened up with a new long bow, which evoked comment from the crowd. She is now 25 feet longer than the standard 422 feet of the old Libertys. Investigating the sea-keeping characteristics of Liberty ships under actual operating conditions with and without the lengthened bow is one of the major objectives of the experimental program.

As the *Patterson* sailed smartly through the Narrows and into Ambrose Channel, harbor tugs and ferries, liners and cargo ships tooted and saluted, as if she were a luxury liner on her first call at the port. At Ambrose, she came to a crash stop and went into a stern run, all without noticeable vibration. However, her time on the crash stop ran a poor second to that of her sister converted Liberty ship, the GTS *John Sergeant*, which is able to perform that maneuver in less than three minutes. The *Sergeant*, explained Mr. Morse, is equipped with a controllable pitch propeller that allows it to stop in about one half the time the *Patterson*, or any normal steamship can manage.

Like the *Patterson*, the GTS *John Sergeant* represents a radical departure in propulsion methods which may one day

be adopted for commercial purposes. The world's first merchant ship to be powered by an open cycle gas turbine, it broke into the news about a year ago, and has since made several successful ocean crossings. The first two conversions under the Liberty ship experimental program, those of the S.S. *Benjamin Chew* and the S.S. *Thomas Nelson*, used existing or easily produced machinery to make them capable of high speeds.

The GTS *Patterson* was converted by her original builder, the Baltimore district of the Bethlehem Steel Company. The free piston gas turbine engine was built by the Cleveland Diesel engine division of General Motors, licensee of a patent held by a company in France, where several small merchant and naval vessels already use this type of propulsion plant. The ship will be operated in the North Atlantic for the Navy's Military Sea Transportation Service by the Lykes Brothers Steamship Corporation of New Orleans.

On the way back to Pier 22, the *Patterson's* laconic Scotch captain, James Macdonald, was pleased but non-committal. "After I've taken her across the ocean a few times I'll tell you how she shapes up," he said. Guiding the *Patterson* through the harbor's tricky channels, the pilot was more communicative. "If you ask me," he confided to one of the passengers, "I don't even consider her in the Liberty ship category any more. With this new power under her belt, she rides like a Mariner."

Six silver-coated gassifiers produce the 6,000 horsepower of the GTS *William Patterson*.

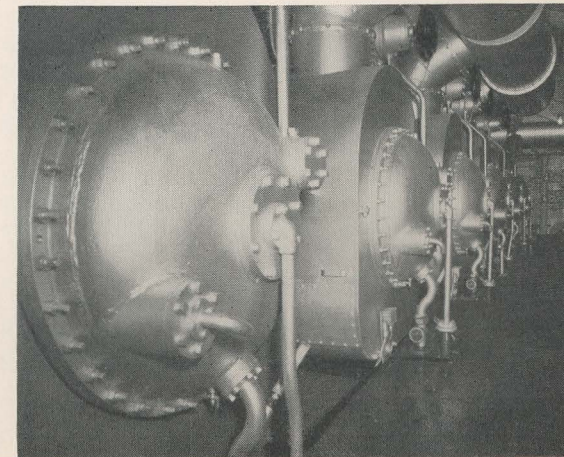




Photo by Max Hunn

The country's last House of Refuge stands on Hutchinson Island near Jensen Beach, Florida.

The Last House of Refuge

THE Atlantic coast of Florida, with its northward rushing Gulf Stream, has been a vital waterway since the discovery of the new world. But it has been a route fraught with perils—from pirates who lurked to plunder the commerce of nations; from treacherous reefs and shoals made more deadly by false lights set by plunder-bent Indians and whites alike, and from the annual scourge of the Caribbean—hurricanes.

Spanish galleons, British men-of-war, Dutch, Portuguese and American merchant ships have all fallen, at one time or another, before the perils of the Florida seas.

By the late 1800's, pirates had been suppressed and a chain of lighthouses set up, but the violence of wind and weather still made shipwreck a common occurrence

along the Florida coast. To help save the lives of shipwrecked crews, a chain of rescue stations unique in the annals of life saving work was set up by the United States government through its Life Saving Service. They were known as the Houses of Refuge.

Established only in Florida, they were designed to supplement the work of the regularly-manned life-saving stations along the coast. Spaced at regular intervals, usually close to some major marine hazard, the Houses of Refuge offered food, clothing and shelter to shipwrecked mariners who were lucky enough to make the beach. Once ashore, the sailors could walk the beach to shelter, if the keepers were not already on hand to render help. Each House of Refuge was manned by a solitary

keeper, who kept a lonely vigil, never knowing when duty would call.

Beginning in the 1870's, the chain of rescue stations was established and included, at one time or another, Houses of Refuge at Smith's Creek near St. Augustine, Mosquito Lagoon, Chester Shoal, Bethel Creek, Gilbert's Bar, Orange Grove near Palm Beach, Fort Lauderdale, Biscayne Bay near the Miami area, and Cape Malabar. Most of them did not see the 20th century. The only station surviving today is the Gilbert's Bar station, two miles north of Gilbert's Bay Inlet near St. Lucie Rocks. Its career as a House of Refuge came to an end in 1941 when the Coast Guard used it as a patrol base to guard against the landing of saboteurs from enemy submarines. In 1956, it was converted into a marine and local museum by the Martin County Historical Society.

A visitor to the Gilbert's Bar station today can find in the daily log, begun in 1879, a dramatic record of the type of service rendered by the Houses of Refuge.

Commissioned in 1876, the Gilbert's Bar station had to wait 11 years until it figured in a major rescue. In 1886, the brigantine *J. H. Lane*, 371 tons, of Searsport, Maine, bound from Matanzas, Cuba to Philadelphia, went ashore three-quarters of a mile seaward and five and one-half miles south-southeast of the station. The keeper was able to save seven of the eight-man crew. After rescuing them, he helped them walk the seven miles up the beach to the House of Refuge.

The height of the Gilbert's Bar station's glory was still to come, however. In October, 1904, a violent hurricane stranded the 767-ton bark *George Valentine* from Camogli, Italy east of the station. The keeper had hardly begun to care for the survivors when the fury of the storm struck again. Three miles to the north, the 1246-ton ship *Cosme Colzado* out of Barcelona, was wrecked. That any of her crew survived is one of the minor miracles of the sea.

The *Colzado* had been beached 300 yards off shore, with no life-saving crew or equipment. As the hurricane-driven winds pounded the foundering vessel, the situation grew steadily more desperate. At last one of the crewmen plunged into the

roaring surf, swam, fought and was carried ashore with a light line around his waist.

Recovering from his physical beating, he was able to draw a cable ashore by means of the light line, and bring 14 of his 15 shipmates to shore. One man drowned in the storm and wreck. The survivors dragged themselves across the beach to the Gilbert's Bar station, where the keeper made them comfortable along with the survivors of the *Valentine*.

All that remains today of the two ships is wood salvaged from the cargo of the *Valentine* and incorporated into many of the houses in the town. The present museum at Gilbert's Bar contains a mahogany box made of the shipwrecked lumber.

The last sailing ship to go ashore in the area of the Gilbert's Bar station was the barkentine *St. Paul*, 44-tons, wrecked four miles north of the station in November, 1916. With sailing ships largely gone from the seas, the Gilbert's Bar station spent most of her remaining years tending to small motor vessels which had met with mechanical troubles.

The advent of steam and oil-powered ships, no longer at the mercy of unfavorable winds, sounded the death knell of the Houses of Refuge. But on the lonely Florida shore the wind still sighs through the rafters of the Gilbert's Bar house and the sea still curls over the jagged rocks with the slightest breeze. The last of the Houses of Refuge continues to stand—a memento of the sea's past.

—MAX HUNN

The Atlantic shore of Hutchinson Island, looking north from the last House of Refuge.

Photo by Max Hunn





Book Watch

BROADSIDES & BOARDERS

Marvin H. Albert

Appleton-Century-Crofts, New York, \$5.00

The age of warfare with cannon-under-sail was relatively short; Columbus had discovered the New World almost a hundred years before it began and before the American Civil War it was over forever. Yet in that brief and bloody time, daring men in ships of sail no bigger than many a harbor tug today changed the course of history and created a balance of power that has shaped much of our modern world.

Marvin Albert, an ex-merchant seaman himself, has brought that period alive with a great deal of skill. His careful analyses of how the development of the sailing ship necessitated a completely new type of naval strategy, how the great sea captains like Nelson, Drake, Van Hemmskerch and John Paul Jones pioneered that strategy and changed it to meet their needs, and how the merchant seaman of that day evolved into a fighting sailor make this a vivid and engrossing book.

MYSTERIES OF THE SEA

Robert de la Croix

John Day Company, New York, \$3.50

Through the gray mists of the sea rides a fleet of killers. For over a century and a half they have been sending all kinds of ships — three-masters, liners, sailing ships and cargo steamers — to the bottom; in short, all those that have been listed at Lloyd's as never having been heard from again. They attack without warning, without partiality, and in all parts of the globe; against them, the strongest navies in the

world are practically defenseless. The killer fleet is composed of wrecks — ships abandoned by their crews, often for some unknown reason — and left to drift on the seas like floating reefs, a greater hazard to navigation than any that appear on the charts.

Mysteries of the Sea is an extremely absorbing book about these floating derelicts, blind wanderers that spread terror across the oceans of the globe. Some are found manned by skeletons; others become the famous ghost ships of legend; still others go to fill the charnel houses of the sea; some, like the *Mary Celeste* and the *Flying Enterprise* go down in history. The stories that de la Croix, an ex-merchant marine officer, has culled about these wandering shells of ships, are some of the most exciting of all the mysteries of the sea.

F L A CENTURY AND A QUARTER OF REEDEREI F. LAEISZ

Rohrbach, Piening and Schmidt

J. F. Colton, Flagstaff, \$10.00

The manuscript of this book is just about as longwinded as its title, but it does pack in some interesting information about the above-mentioned firm, owners of the "Flying P" nitrate clippers. The company's operations in 131 years of business have covered such various activities as founding the Hamburg-America Line, the German-Australian Steamship Company and Woermann Line; establishing the first German banana plantations in Africa; being the first German company to trade with Japan; the first to organize the Chile-Europe nitrate trade; and among the last to employ sailing vessels. Today the firm operates "one of the finest fleets of modern motor vessels in existence." *Illustrated.*

GULLS IN MID-ATLANTIC

A thousand miles from any land, these birds
Patiently follow the ship's stern, patiently deploying
In endless, senseless circles. What shores are theirs
Who seek the shorelessness of central ocean?

Being without apparent origin

Or destination, these are truly free:

It is easy to see that those terrible twins,

Conscience and intelligence, have never paid them a visit.

— Oliver Evans

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