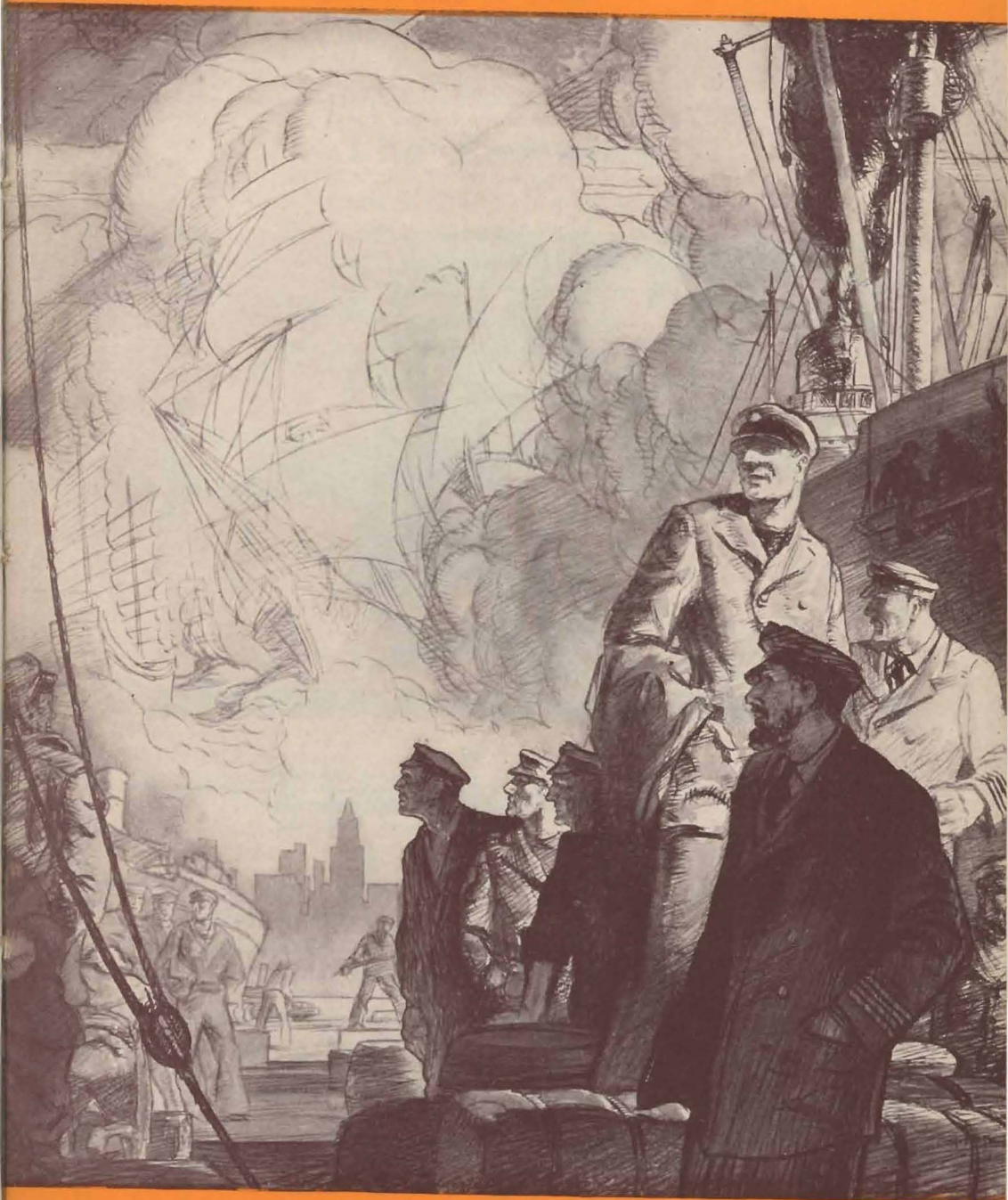


# The LOOKOUT



SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK

Vol. XLIII

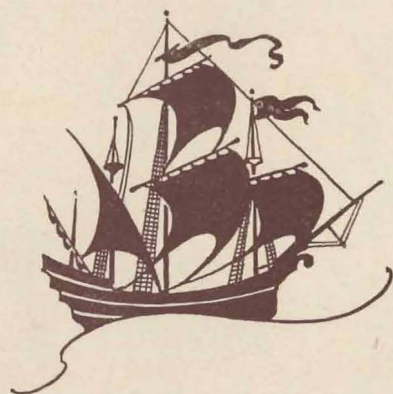
OCTOBER

MEMO TO COLUMBUS

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— Joseph Auslander

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## The LOOKOUT

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# The Lookout

VOL. XLIII

October, 1952

NO. 10

## The Eastwind

A Profile of an Icebreaker



**A**LERT, the northernmost Arctic weather station, named for a scurvy ridden ship used by Sir G. S. Niles on his 1875 polar expedition, was reached last month by a ship for the first time. Battering her way through ten mile wide floes of solid ice with pressure ridges ranging up to fifty feet high, the icebreaker *Eastwind* of the U. S. Coast Guard penetrated the farthest northern point ever reached by a ship under its own power. Capt. O. A. Peterson, Captain of the icebreaker, said that Alert was actually reached because of chance. His vessel was forced northward by the pack ice to a point within 442 nautical miles of the North Pole. The record is equal to 508 statute miles from the Pole at Lat. 82 degrees, 38 minutes.

The station is located on the northeast tip of Ellesmere Island, Canadian Northwest Territory.

Although the *Eastwind* had previously made three supply runs to Alert, this was the first time that the ship actually reached the weather station. In the past it has been necessary for supplies to be carried by a final overland or air portage. On the run to Alert, the ship covered 120 nautical miles in three days.

The *Eastwind* weighs 6,315 tons, is 269 feet long, and has a beam of 64 feet that makes her look like an overstuffed white whale. Her twin propellers are driven by six 2,000 horsepower engines. In order to break ice, the ship actually rocks it to pieces. This is done by means of huge tanks that are flooded and then drained; first on one side and then on the other, rocking through a twenty degree arc. She drives her slanted prow up onto the ice and rocks, then after breaking down a path, she charges at the ice, often charging as much as fifty yards.

## Harvesting at the Bottom of the Sea

**N**O harvesting farmer is busier right now than the oysterman, who "farms" the sea as he hauls in his bivalved shellfish from the deep with his own type of harvester—a dredge. Seagoing farmers in their sturdy oyster boats began chugging through U. S. waters, predominantly on the East coast, just before the first of September, inspecting oyster beds. September 1 was the "opening day" of the oyster-eating season, which traditionally has spanned the months containing the letter "R"—September through April. Actually, oysters can be eaten at any time of the year, but from May to September, during the spawning season, they are often full of tiny eggs and are not considered as palatable as they are during the rest of the year. Also, it is important for the industry that oysters be conserved during their spawning season.

Just as the farmer must clean the weeds out of his fields before planting, so the sea-farmer must keep his beds clean and free of pests which, like insects, can ruin or seriously cut down a crop. The oyster's main enemy is the starfish which attacks both the oyster eggs and the growing oyster. Snails, too, prey upon them. Called "drills" by oystermen, these sea animals puncture holes in young oysters, insert their snouts and devour the meat.

The oysterman doesn't have to worry about droughts as much as the farmer, but he shudders every time a storm comes up. Big storms can rip oysters from their beds and shift them to dirty areas, requiring the painstaking work of planting the oysters to be done all over again. Ordinary rains, however, are a boon to oyster growers just as they are to the farmer, for the rain sends



Photos, Authenticated News

Courtesy Columbian Rope Co. publication

vegetable matter to the bottom where the bivalves fatten on it.

### Oysters Get Around

You may not realize it, but oysters are well-travelled before they reach your dinner table. Before they're even born, a home is found for them. Many oyster companies rent or buy bay bottoms from municipalities which by law own the underwater land from one to three miles out. Then the job of preparing the home for the baby begins. The bottom must be cleared of all debris and spread with old opened oyster shells. This covering of shells is known as the "clutch." It provides a hard surface for the baby oyster to cling to. The "clutch" is spread in areas where natural or planted beds of adult male and female oysters are located.

But where do the baby oysters come from? They're produced when the sperm from the male oyster fertilizes an egg discharged into the water at the rate of 50,000,000 a year by the female oyster. So small are these eggs that one quart bottle could hold all the eggs needed to supply the entire annual American crop of 10,000,000 bushels.

The eggs grow bivalved shells within 24 hours after they're fertilized and begin swimming about looking for hard objects to settle on. That's where the old opened shells come in. The young oysters, known as "spats," cement themselves by the thousands to these shells. Soon the "spats" develop organs, including gills, and begin filtering sea water laden with tiny bits of food. By the time the "spats" grow to the size of your thumbnail, in about six months, they're crowding each other. Unless they're separated and re-planted, they'll get deformed or their growth will be retarded. They must be transplanted from the spawning ground to growing ground, often many miles away.

In the growing ground, or cultivation bed, the oysters are left undisturbed to grow. Few of them are large enough for market until their third year. The growing ground, chosen for the availability of food particles and its relative immunity from storm damage, is usually from 15 to 50 feet



The giant vacuum cleaner nozzle is about to be lowered into an oyster bed, which is down under 40' of ocean water. The nozzle will clean a path along the bottom, 6 feet wide and a mile in length.

below the surface of the water. The oysters may be transplanted to other growing grounds two or three times before they are ready for market. When the oysters are judged big enough for market, the boats head out for the beds. The beds are marked off with long poles which stick out above the water. Huge dredges with steel teeth are lowered over the side. The teeth drag along the bottom gathering up the oysters which are herded into attached nets.

### 1,500 Bushels Per Hour

The oysters are then ready for either shucking or culling at the plant. At General Foods' Bluepoints Company plant at Greenpoint, Long Island, world's largest and most modern oyster plant, they'll be among the more than 1,500 bushels per hour which can be unloaded from the boats and sent by conveyor belt to the shucking or culling rooms.



Art adviser Bert Goodman makes a suggestion to Lloyd Bertrand. Lloyd became interested in the mural project in the A. W. Clubroom when he stopped by to enter some of his work in the painting contest which closes November 1st.

## Seagoing Painters

**T**ALENTED seafarers with a flair for art, who in the old days would have spent their spare time putting ships into bottles, are working on a mural for the walls of the A. W. Clubroom at the Institute while they are ashore; at sea they are creating oils and watercolors for the painting contest being held at the Institute by the Artists & Writers Club. Paintings are coming in to the contest on practically every material that might be handy on board ship, from plain paper, cardboard, wrapping paper, to fine artist's canvas. Ingenuity is being shown by seamen who make use of whatever is at hand, often pressing fantastic substitutes into service that work out very well. It is somewhat surprising that most of the paintings being entered in the contest are oils, in view of the high degree of skill required to produce a good oil painting. The most popular subjects for the paintings are ships and women, but there is variety in the

entries, for they include still-lives, portraits and landscapes.

Carlos Caffarette, a seaman who sails with Capt. Carlsen on the new *Flying Enterprise*, says that he first started painting pictures on cotton duck, using ordinary lead paint on board ship. Now he turns out fine canvases. He has, however, only a few paintings to enter in the contest now, for he had the bad luck to sail as steward on the ill-fated *Flying Enterprise* last winter. When she was struck by the violent seas that finally sank her, Carlos had ten newly finished paintings aboard.

Caffarette said, "Captain Carlsen's last words as I left the ship with the crew were, 'I'll take care of your paintings, Carlos. Don't worry.' And that was the last of them . . . I've had to start building for that one-man show at the Institute all over again."

All active seamen are eligible to enter

any number of paintings in the contest to try for cash prizes that will be given for the best water colors, pastels and oil paintings. Originally scheduled to close this month, the contest is being held over until November 1 to accommodate those who are still at sea and are unable to enter their work before the deadline date. The paintings will be exhibited for one month at the Institute. The judges will be the well known marine artists, Gordon Grant, Edmond Fitzgerald and Charles Patterson.

As a fall project of the Artists & Writers Club, several seamen painters got together and designed the mural for their Clubroom from an original drawing by Purser Paul Beagan, who has executed several murals in restaurants around New York during his periods ashore. When the United States Lines called Mr. Beagan to sail before the project was under way, he left the drawing with professional artist Bertram Goodman, who will direct the actual painting.

Now seamen artists are working together on the Clubroom wall, executing the mural in color under the careful guidance of Mr. Goodman who is the adviser and instructor to artist members of the Club. The mural has to be done in rotation, for when one seaman is called away to sail, another takes up the paint brush and carries on where he left off. Egbert Bravo and James Shay of the Institute's staff are working with the seamen in completing the project.

Murals are not unknown to seamen, for although the shipping companies usually do not want the walls of their ships decorated, often seamen on the smaller lines spend their spare hours executing murals on the walls of their cabins and the saloons. On his last trip to Korea, Lloyd Bertrand, 2nd Mate, did a huge mural of the Garden of Eden that was so well done shipping officials asked that it be allowed to remain when Bertrand started to restore the walls to their original color.

Paul Beagan says that he first learned the art of painting murals when the captain of a ship he was on noticed his oil paintings and asked that he try something "to brighten up the walls in the saloon." The passengers and officers were so enthused over the work that they wrote the company, commending the artist. With that, the port captain came down to the ship and demanded that Beagan paint over his work . . . "It looks too much like an art gallery, instead of a ship. Take it off," he ordered. With that, Beagan painted over his work, but he was so pleased with the compliment that he next attacked the walls of his home on Staten Island to perfect his mural technique.



SPANISH LADY, oil painting by Tom Lyons entered in the competition for seamen with a "flair for art." The original drawing was made while Tom was ashore in Spain and then completed while returning to the States. Mr. Lyons now hopes to take time out from sailing to study art extensively.

# The World of Ships

## ONE-TIME LUXURY LINERS COULD CARRY 50,000 RUSSIAN TROOPS A TRIP

Fourteen large ex-German and ex-Polish passenger liners are available for use by Soviet Russia as transports in the event of a future war, according to the American Merchant Marine Institute.

They represent a motley fleet, although several have seen postwar service as transatlantic luxury liners. Aggregating about 200,000 gross tons, they would give Russia an estimated troop-lift of nearly 50,000 men per voyage. An additional 50,000 could be packed aboard the 30-odd Liberty ships that Russia must still have out of the 36 loaned to her under Lend-Lease and never returned.

The fourteen large liners, however, would presumably be the spearhead of any invasion overseas. Even the oldest and slowest would be able to surpass the 11-knot speed of the Liberties.

The three former Polish liners are among the best in point of repair. They are led by the *Batory*, on which Gerhart Eisler fled the United States after jumping bail. The two others are the *Gruzia*, formerly *Sobieski*, and the *Jagiello*. All three were built for the Gdynia-American Line. The *Batory* and *Sobieski* served as Atlantic luxury liners until recently.

Three former first class Hamburg American Line luxury liners, all raised from watery World War II graves, are included. They are the *Hamburg*, renamed *Yuri Dolgoruky*; the *Albert Ballin*, renamed *Soviet-Soyuz*, and the *Deutschland*.

## CANAL TOPS 1929 RECORD

In the fiscal year ending June 30, 1952, 33,610,509 long tons of cargo passed through the Panama Canal, breaking by nearly 3,000,000 tons the previous record set in 1929. The 6,524 ships of thirty-four nations using the Canal paid a record toll of \$26,922,531.

The leading users of the Canal were the United States, with 2,084 ships carrying 13,693,521 tons; Great Britain, 1,267 ships carrying 7,967,866 tons; Norway, 830 ships carrying 3,080,697 tons; Honduras, 476 ships carrying 575,457 tons of cargo.

The number of American flag ships using the Canal decreased by 119 as compared to the previous fiscal year, putting the United States among the minority of seven nations whose Canal traffic decreased while that of eighteen other nations rose.

## DRIFTING SCIENTIST TESTS THEORY

Seeking to prove that shipwreck victims can live on what they find in the sea, a French scientist, Dr. Alain Bombard, recently put out to sea alone from Casablanca, Morocco on a frail raft.

If the wind and the sea are agreeable, the scientist will drift first to the Canary Islands and then onward to a landfall in North or Central America.

## BOTH PARTIES, CANDIDATES CALL FOR STRONG MERCHANT MARINE

Both Republican and Democratic parties and candidates are pledged to support a strong American Merchant Marine.

General Dwight D. Eisenhower and Sen. Richard M. Nixon, Presidential and Vice-Presidential candidates of the G.O.P., have placed themselves on record as appreciating the importance of the American Merchant Marine in war and peace. The Democratic Party's platform adopted at Chicago includes a strong merchant marine plank.

Speaking during the final days of the last war, Gen. Eisenhower remarked that "when final victory is ours there is no organization that will share its credit more deservedly than the merchant marine."

Sen. Nixon noted in 1950 that "we were caught flat-footed in both wars because we relied too much upon foreign-owned and operated shipping to carry our cargoes abroad and to bring critically needed supplies to this country. . . . The size of our merchant marine in being and the facilities for expanding it rapidly must be developed."

The 1952 Democratic platform says:

"We will continue to encourage and support an adequate Merchant Marine. . . . In the furtherance of national defense and commerce, we pledge continued Government support, on a sound financial basis, for further development of the nation's transportation systems, land, sea and air."

## MSTS IN THE ARCTIC

The vital and complex operation of transporting the tremendous quantities of materials, manpower and equipment needed to build the huge new airbase at Thule, Greenland was recently made public by Rear Admiral John M. Will of the Military Sea Transportation Service.

The work, which took two summers, involved the transporting of 500,000 tons of cargo through the coordinated efforts of a task force of 148 ships and smaller craft. Ships of many different types were used. These included barracks ships, tankers, tugboats, repair ships, landing ships, salvage vessels, icebreakers, cargo ships — government-owned and privately owned, Coast Guard cutters and other specialized craft.

When the cargo vessels first reached Thule behind the icebreakers, their cargoes had to be ferried ashore by landing craft until a pier could be built to handle the ships directly. After the initial phases of the program had been completed, the Navy ran aground eight stripped-down landing ships to form finger piers for unloading.

Ice conditions limited the Navy to only thirty days in 1951 in which to deliver building materials. In that time 148,919 long tons of dry cargo and 1,500,000 barrels of petroleum products were transported. In the summer of 1952 there were forty-four days during which material and equipment could be delivered.

In the Thule operation there were involved forty-three large cargo vessels, most of which the Navy chartered from the government or private operators. Many of these vessels suffered damages from the hazardous winds, fogs and ice floes.

According to Admiral Will, there were more ships involved than in any previous operation conducted in the Arctic region by the United States. He hailed the achievement as a "monument to the unification of the Armed Forces" and said that the construction of the Thule airbase was a "shining example of the principle of cross-service support with our Armed Forces."

## MERCHANT MARINE CONFERENCE

The American Merchant Marine was heralded as the "Fourth Arm of our National Defense" during the annual Merchant Marine Conference. Held in conjunction with the twenty-sixth annual convention of the Propeller Club of the United States in Los Angeles from October 6 to 11, this was the first time since 1941 that the entire maritime industry met on the West Coast.

The need for continued public backing of our merchant fleet was stressed during the convention. It was brought out that "whatever strengthens the American Merchant Marine, strengthens the nation, and whatever strengthens the nation is a vital factor to world freedom." During the conference the enactment of the "Long Range" shipping legislation was discussed as a step in this direction.



## Wreaths

## Upon the Waters

from the abundance of the deep, cold Atlantic waters. These fishermen were the expert sailors who eventually became the hardy mariners that helped to make our country a power in world trade.

And now, after three centuries, the town still honors the seamen and fishermen who have put out from their shores. Even now, in the constantly changing scene of America, little Gloucester is a hub of trim, sturdy fishing boats, unloading, fitting out and setting sail. Shipyards for building and repairing and factories for processing and shipping the freshly caught fish, line the shore, intermingled with the miles of tarred nets hanging out to dry in the crisp New England sunshine.

Traditionally, at the end of summer, the townspeople of Gloucester gather together to toss flowers into the sea in eulogy to the men who "go down to the sea in ships," — the fishermen who not only built Gloucester, but helped to build the nation.

This year, at the ceremony before an audience of three thousand people who make their living from the sea, Dr. James C. Healey, Senior Chaplain of the Institute, presided. He told of another fishing town that remains deep in the history and tradition of the world. Dr. Healey spoke in part as follows:

"Today we salute the memory of our dead — those who built this town from their work upon the seas. St. Matthew tells us of another famous fishing town, Capernaum — a city by the sea. It was the only place that our Lord stayed during the years of his ministry.

"I used to think of Capernaum as a beautiful and tranquil village nestling along the shores of the Sea of Galilee. But now I know that the Sea of Galilee was often storm-tossed and that it wrecked ships and destroyed men. That many a time the fishing fleets went out and returned empty. 'Master, we have toiled all the night and taken nothing.'

"At Capernaum our Saviour got acquainted with Captain Zebedee and his four sons — Peter, James, John and Andrew — and when Christ left Capernaum he took the four sons with Him, not to catch fish but to be fishers of men. Thus fishermen have not only built Gloucester, but they were also builders of the Christian Church."

### Life of My Son

The chaplain for seamen went on to relate a story that is now well known in Gloucester. "There was a fishing town where the women and children would gather at the end of the dock when the boats tied up after a voyage. And as the price of fish was determined by the amount of the catch,

they would ask, 'What is the price of fish today?'

"On one occasion, after a cruel storm when the son of the captain of the fishing fleet had been drowned, the captain answered the question, 'What is the price of fish?' by saying, 'The price of fish today is the life of my son.'

Dr. Healey reminded the gathering that "those who occupy their business in great waters sometimes pay with life itself, but almost inevitably with battered and bruised bodies. The uncertain sea also exacts a social and emotional toll, which we should be alert to, and for which we should maintain the social therapy of seamen's institutes, and clubs to meet and help them.

Speaking of the seamen of the past, Dr. Healey said, "If they were with us, they would play down any attempt of ours to make them heroes. They were men, even as you and I. They carried burdens and met responsibilities. They supported their families, paid their bills, loved their wives, sent their children to church and occasionally attended themselves. They left their influence on the lives of citizens. They added stones to those already laid in this beautiful town. In honoring them, we honor ourselves."

At the close of the ceremonies the traditional memorial wreaths were cast upon the waves and the ebbtide of the Atlantic carried them out to sea.

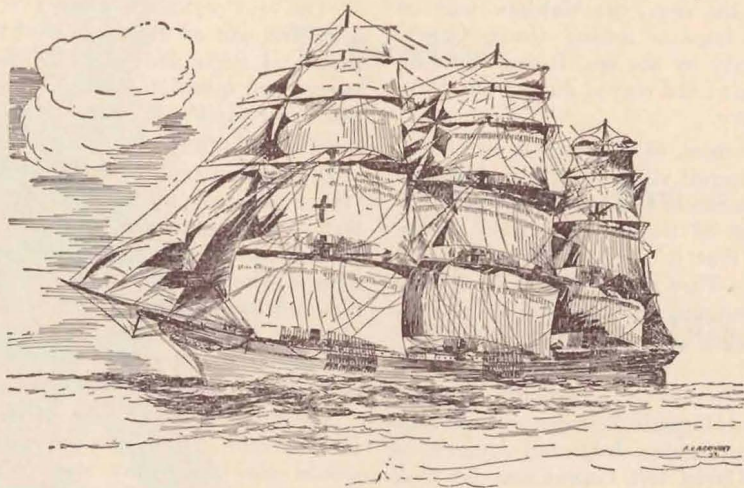
## Help Wanted

**O**VER a hundred women who can give a little of their time are urgently needed by the Central Council of Associations at the Institute to wrap and package Christmas gifts for seafaring men. These gifts will be placed on ships destined to be at sea on Christmas, or will be sent to merchant seamen in hospitals. Still others will be given out Christmas morning at the gala celebration at the Institute. By the middle of November the last gaily wrapped package destined to be opened on the lonely seas at Christmas must be placed on board a ship. There is very little time until Christmas for all of the work that must be done for men of the Merchant Marine who will be alone, away from their loved ones at Christmas time.

On October 16 the Christmas Room at the Institute came alive with the bustle and color of the Holiday Season when the room was officially opened for

(Continued on Page 12)

# A Famous American Ship



## The Dreadnought

By Frank O. Braynard

THE American Merchant Marine can well be proud of the packet ship *Dreadnought*. This ship, which to this day holds the transatlantic speed record for a sailing ship, was once as well known in the homes of America as the superliner *United States* is today. In addition to seventy-five fast passages across the Atlantic, the *Dreadnought* is perhaps best remembered as the ship which sailed through Hell Gate at night and as the vessel which was sailed stern first in a gale for 280 miles after her tiller and rudder had been blown away. Her master, the fabulous Captain Samuel Samuels, was a national idol.

The *Dreadnought* was built in Newburyport, Mass., by Currier & Townsend. She had been jointly ordered by E. D. Morgan, Francis B. Cutting, David Ogden and other New York shipping men for their prize master, Capt. Samuels. Her keel was laid in June, 1853, when regular steamship service across the Atlantic for passengers and freight was already over a decade old.

Capt. Samuels, who had already made himself one of the Atlantic's best-known skippers, was given supervisory charge dur-

ing the construction of the ship. It is generally thought that he had more than a little to say as to her rigging and sail plan and even in her hull design and inboard arrangements. Although only thirty years old, Capt. Samuels had been a master for nine years when he set about to build what was to become known as "The Wild Boat of the Atlantic."

Not a clipper like her famous contemporaries under the American flag, the *Flying Cloud* and the *Sovereign of the Seas*, she was designed to bear being driven to the limit in the worst the North Atlantic could give. In light weather she was not outstanding.

The *Dreadnought* was first planned for the Racehorse Line, which ran between New York and California, for the gold rush was still on. But high rates for cargo and increased immigrant traffic made her owners change their minds and she was put under the houseflag of the St. George's Cross Line. The red cross on her fore-top-sail was unique, for all the other ships of the company were lost shortly after the *Dreadnought* was water borne.

She was a large ship, as sailing vessels went. Measuring 1,400 tons with a length of 200 feet, she had a beam of 39 feet and a depth of 26 feet. On October 6, 1853 she was launched, and on November 3 she set sail from New York for her first run to Liverpool. Her cargo consisted of 3,827 barrels of flour, 24,150 bushels of wheat, 12,750 bushels of corn, 304 bales of cotton, 198 barrels of potash, 150 boxes of bacon and 5,600 staves. With 60 tons of pig iron for stiffening, she carried a total deadweight of 1,559 tons.

Capt. Samuels and the ship's owners made \$40,000 on her first round trip, but even more important, the ship's reputation was established. The round trip was made in 58 days, 24 for the eastbound and 19 for the westbound voyages. One event that certainly did not hurt the ship's name was her successful race with the Cunarder *Canada* on the return voyage. Leaving Liverpool a day later than the flushed-decked paddle-wheeler of 400 horsepower, the *Dreadnought* was reported off the Highlands of New Jersey on the day the *Canada* reached Boston. Capt. Samuels was so sure of his new craft that he henceforth guaranteed to make cargo deliveries within a certain time or forfeit freight charges. His bold bid induced shippers to pay rates halfway between those of other sailing packets and what the steamers were getting. It was also on this maiden voyage that the *Dreadnought* sailed through Long Island Sound and past treacherous Hell Gate — at night! She was the first full-rigged ship to do this.

As time passed the *Dreadnought* cut her passage time almost with every voyage, with her best runs made in the winter. On Dec. 4, 1854 she made 320 miles in one day on an eastbound run. Fifteen and fourteen day passages became almost common with the new ship. Her best passage was made in Feb.-March, 1859. The 3,018-mile voyage took 13 days and 8 hours.

A statement made by Capt. Samuels in his old age — he lived until 1908 — stated that he made the run from Sandy Hook to Queenstown, now Cobh, Ireland, in 9 days, 17 hours. The rest of the passage, he said,

was delayed by light and variable airs. Since his log books have long since been lost, and his own records were washed overboard in a storm at sea, there are no records to prove Capt. Samuels right or wrong. A nine-day passage such as he described, is considered not only possible but probable.

The *Dreadnought's* feat of sailing backwards for 280 miles took place in 1862. A huge sea put Capt. Samuels out of action. The wheel was ignored and the ship became helpless. A jury-rudder failed and it was found impossible to turn her about. Her head-sails were taken in and those on her foremast. With her main and mizen yards braced until every sail was flat aback, she slowly gathered stern way in the direction of the nearest land. A second jury-rudder was finally fitted and the ship reached port. It was eleven months, however, before Capt. Samuels was back in service, so serious had been the compound fracture of his leg.

In 1864 she was put in the Cape Horn trade. While en route from New York to San Francisco in 1869, the famous craft, now old for her type, hit a calm while close in under the rocky coast of Tierra del Fuego. There was a heavy swell rolling with a current in toward the rocks. After all other efforts to stop her failed and as a last desperate effort, her crew took to the boats and attempted to tow the brave old ship clear of the slowly approaching shoreline. Quickly she was caught by the breakers, hove inshore and all was ended. But all was not forgotten and for many years an old chanty hailing the *Dreadnought's* fame was popular on shipboard and in tavern alike. It goes:

*There's a saucy wild packet, a packet  
of fame*

*She belongs to New York, and Dread-  
nought's her name*

*She is bound to the Westward, where  
the strong winds do blow,*

*Bound away in the Dreadnought to the  
Westward we'll go.*

*She's the Liverpool packet — O, Lord,  
let her go!*



## Book Briefs

### BOATMAN'S MANUAL

(New Revised Edition)

By Carl D. Lane

W. W. Norton, New York, \$5.95

Here is a collection of data gleaned from various sources of marine literature, many of these being government publications.

While the average small boatman will find much of interest in the manual, the professional merchant marine officer will find it elementary. It may be confusing to the professional seafarer, for the author reveals in spots a lack of knowledge of standard merchant marine practice.

C. E. UMSTEAD

### SHINING TIDES

By Win Brooks

William Morrison & Co., New York, \$3.50

A loosely woven romance, this is the tale of Roccus, the hundred-pound striped bass, a view of which changed the lives of unfortunate Manuel Riba and Judge Wickett. There are also the love stories of tough Coast Guard Chief Maddox and strange, tragic Clystie Harrow; and Stormy Force and Cal—all aided in one way or another by kindly Father O'Meara. It seems that the author has left too much of the story for the reader to finish himself.

Sports fisherman ranging through and around the Cape Cod Canal, and Cape Cod "rusticatahs," generally, should find *Shining Tides* entertaining reading.

WILLIAM L. MILLER

(Continued from Page 9)

volunteers to wrap thousands of gift items for the packages. In each box they place a hand-knitted garment that was made for merchant seamen throughout the year by 9,000 women in every state of the Union. In addition, games, magazines and useful articles go into the boxes, each wrapped as an exciting gift to make the lonely holidays a little easier for those who must be away from home serving the nation on lonely seas or in strange ports. Also, a Christmas card bearing the name of the giver appears in each box. Often letters of appreciation are received by individuals and by parishes, coming from seamen and even entire ships' crews who have received the gifts at Christmas time.

The Christmas room will be open daily on weekdays, and on Tuesday and Thursday evenings. Last year volunteer women gave 1,491 hours of their time helping to bring a little happiness to others at Christmas in this way. They wrapped 50,000 articles for gift packages. This year even more assistance is needed. Volunteers may contact the CENTRAL COUNCIL OF ASSOCIATIONS at the Institute.

### THE SECRET ROAD

By Burt Lancaster

Little, Brown & Company, Boston, \$2.50

The elaborate "underground" or spy system developed by the American forces during the latter part of the Revolutionary War is the medium through which the characters in this story act. Many of the characters — such as Robert Townsend, alias Samuel Culper; and Major Tallmage, known as "Bolten"—are authentic, and the description of their work has its basis in fact. While the story moves steadily forward and the adventures are often dangerous ones, the various episodes and the characters involved in them are handled too sketchily to come to life. However, for light, rather informative reading, *The Secret Road* may be entertaining.

W. L. M.

### AMERICAN SMALL SAILING CRAFT

By Howard Irving Chapell

W. W. Norton, New York, \$7.50

The small boat sailing enthusiast will spend many pleasant hours with *American Small Sailing Craft*. It is a collection of over 100 plans of small boats. Each has a clear description as to its origin, purpose and suitability to the field for which it was designed, along with plans that, while small, are sufficient for building. The chapter, "On Building Boats," is one of the finest and clearest descriptions available of the various factors entering into small boat building, design and handling.

C. E. U.

## Poetry of the Sea

### KISS OF THE SEA

As sea winds kiss the sailor's cheek  
This is the song they bring to him,  
Great thoughts too deep for tongue to speak  
With a beauty time can never dim.

HIRAM MANN

### HOME FROM THE SEA

Always when he first came home  
It seemed he'd never tire  
Of woman-talk; of homemade bread;  
Of dozing by the fire—  
And yet it all depended on  
Just how long the sea  
Would keep its briny breath offshore  
And let a husband be.

IVA POSTON

### GOING BACK TO SEA

The old beach trolley sweeps through swaying  
flowers,  
Whines to its track by slowly wheeling farms,  
Flutters through apple-blossoms as through showers,  
Far from time's cheats and by-the-day alarms.  
Here's truce: uphill or downhill, stone-wall lanes;  
And fields, dull green, rough blue, lost — earth  
admits

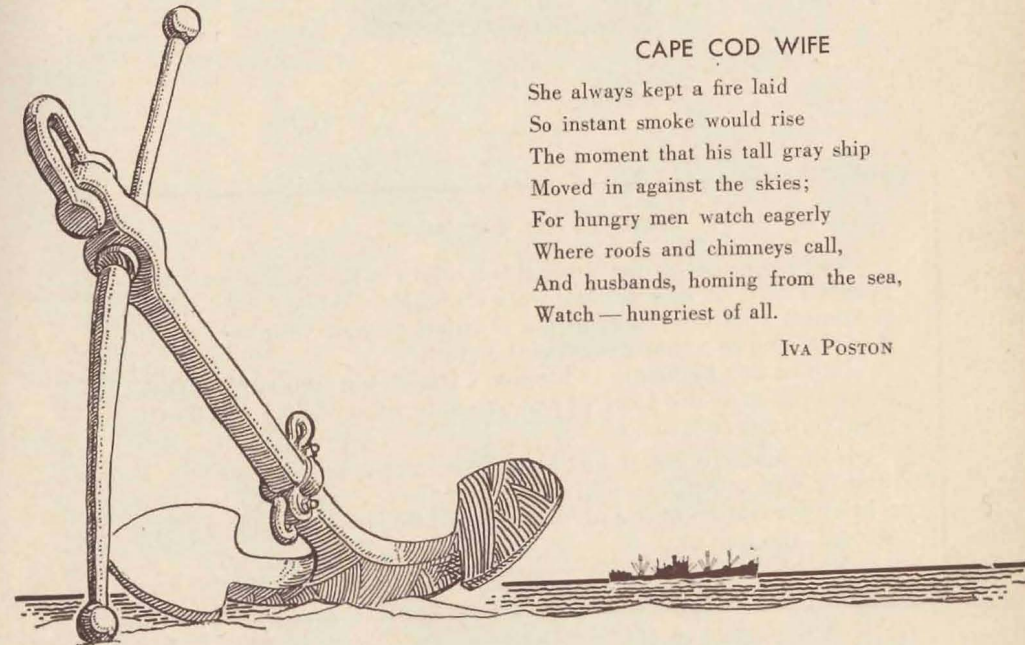
Her lonesomeness to passers-by in trains,  
From pastures at whose rim the whole sky sits.  
Before the sea, then, marshes like the sea,  
O wider than the breath is! glimmering there.  
The lung is kin to everything born free;  
Fills to the gasp with salt and spirit air.  
The body young, in that it can't forget,  
O cleans the flesh with smells of rush and wet!

HOWARD RAMSDEN

### CAPE COD WIFE

She always kept a fire laid  
So instant smoke would rise  
The moment that his tall gray ship  
Moved in against the skies;  
For hungry men watch eagerly  
Where roofs and chimneys call,  
And husbands, homing from the sea,  
Watch — hungriest of all.

IVA POSTON





For our Fall Theatre Benefit we have secured the November 17th performance of "THE MILLIONAIRESS"—the Bernard Shaw play in which Katharine Hepburn is currently starring triumphantly in London. Miss Hepburn and the complete superb English cast will come to New York for a limited run of *only ten weeks*. The Institute is delighted to offer this hit play for its 1952 benefit. Proceeds will help to finance our much needed welfare, recreational, religious and health facilities for merchant seamen of every rating, race and creed. There are still seats obtainable at \$8.50. Hurry . . . Hurry . . . Hurry.

Please mark your calendar . . . MONDAY, NOVEMBER 17th



### LEGACIES TO THE INSTITUTE

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

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

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

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