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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:

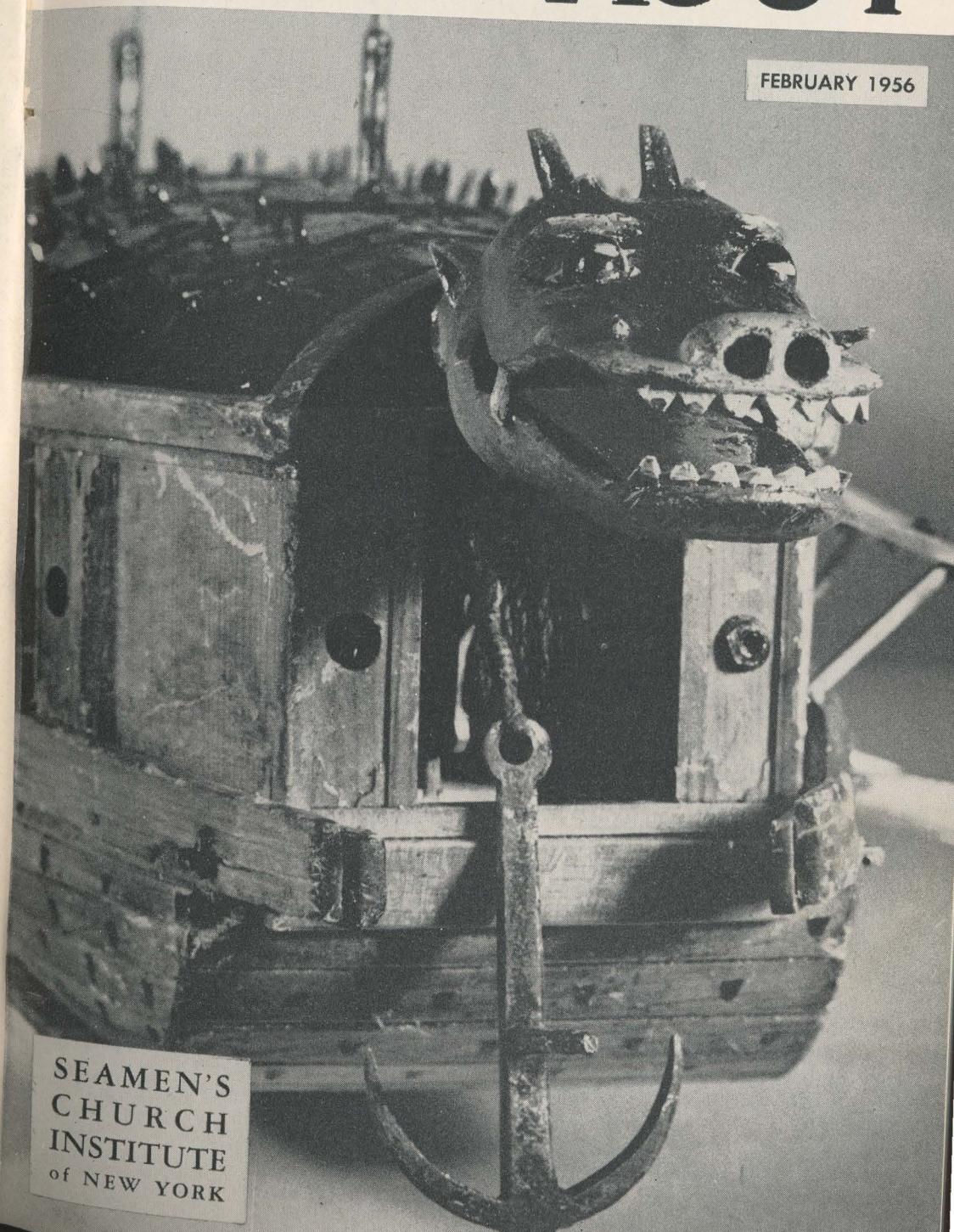
"I give and bequeath to **Seamen's Church Institute of New York**, a corporation of the State of New York, located at 25 South Street, New York City, the sum of.....Dollars."

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.

The LOOKOUT

FEBRUARY 1956



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 so enable it to fulfill its true purpose: being a home away from home for merchant seamen of all nationalities and religions.

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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FEBRUARY, 1956

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
25 South Street, New York 4, N. Y. BOwling Green 9-2710

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the act of March 3, 1879

FRONT COVER: Some of the wartime ugliness that has come out of Korea is reflected in the countenance of this ship model of a 16th century Korean ironclad gunboat, the world's first. See page 3 for an overall view.



Captain William Wight receives a citation for his vessel from Commissioner of Marine and Aviation Vincent A. G. O'Connor and Colonel Raymond Hicks of the United States Lines.

For Bravery

FOR risking their lives to aid two Italian seamen seriously injured in an explosion aboard ship last November, the master and nine crew members of the *S.S. American Miller* have received distinguished service awards from both the United States Lines and New York City's Department of Marine and Aviation.

The citations, presented in January by Commissioner Vincent A. G. O'Connor for the City and by Col. Raymond Hicks for United States Lines, honored the men for "masterly skill and seamanship . . . superb courage and resourcefulness." A similar award was made in absentia to Dr. Rafael Roldan of Colombia, a passenger aboard the *Miller*, who joined the crew in their heroic rescue.

On the night of November 16, in raging seas off the Grand Banks of Newfoundland, the *S.S. Dea Mazella* had suffered a coal-gas explosion and fire. With two crewmen badly burned and in urgent

need of medical care, she signaled for help. Luckily, the *American Miller* was only about 65 miles away. By a 1000-one chance, one of her twelve passengers was a doctor. Speeding to the side of the Italian ship, the *Miller* lowered a lifeboat into the churning waters and ferried Dr. Roldan to the injured seamen.

The men were transferred aboard the *Miller*, which changed its course from New York to Halifax when the condition of the injured men became critical. They were later reported out of danger.

The men who received the awards were Captain William H. Wight of the *Miller*, Chief Officer Francis K. Kahle, who led the volunteer life-boat crew, and Junior Third Officer Charles D. Cummings, First Assistant Engineer James J. Smith, Third Assistant Engineer John W. Kidney, Able Seamen Paul Walker, Chong F. Lee, Fred Saarta, Kelvin D. Saunders, and Deck Utilityman Lawrence Lumberg.



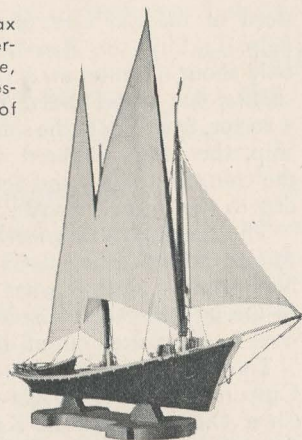
Australian ambassador Sir Percy Spender presents a model of the *Endeavour* to Dr. Raymond S. Hall, director of the Institute.

From Foreign Shores

FROM the banks of the Nile, the lakes of the North and the lands down under, new ship models have been coming across the seas to join the ever-growing fleet at the Institute's Marine Museum. The newest addition, a gift of the Australian government, is a model of the famed bark, *Endeavour*, which took Captain Cook around the world in 1768-1771, on the voyage of discovery during which Australia was proclaimed part of the British Empire.

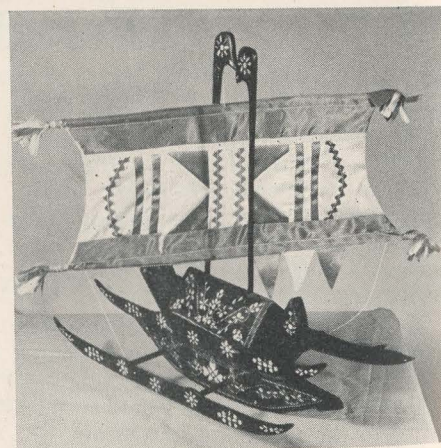
With 26 vessels now received from the heads of foreign governments, the Museum's entire collection now numbers more than 200 models.

From President Max Petitpierre of Switzerland comes the *Aurore*, a typical sailing vessel of the Lake of Geneva.



Left:

The *Cinco Hermanos* is the gift of President Batista of Cuba. A typical "goleta" of 1954, this fishing boat carries 78 passengers.



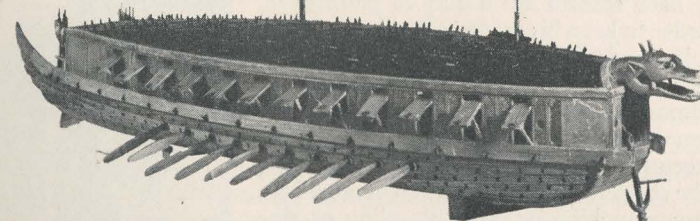
President Magsaysay of the Philippines sent this model of a ceremonial "vinta" used today by the Moros for weddings and Mohammedan holiday fetes. With brightly painted sails and Arabic designs on the sides, it is used only on shallow waters, not more than 15 miles out.

President J. K. Passikivi of Finland sent the Museum this model of the brig *Alexanderia*, built in Helsinki in 1807, when Finland was still Swedish.

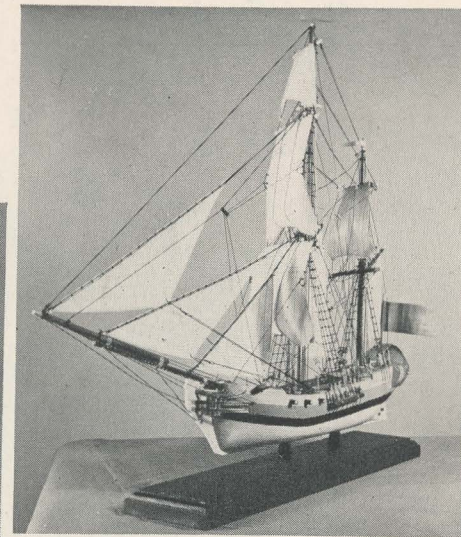
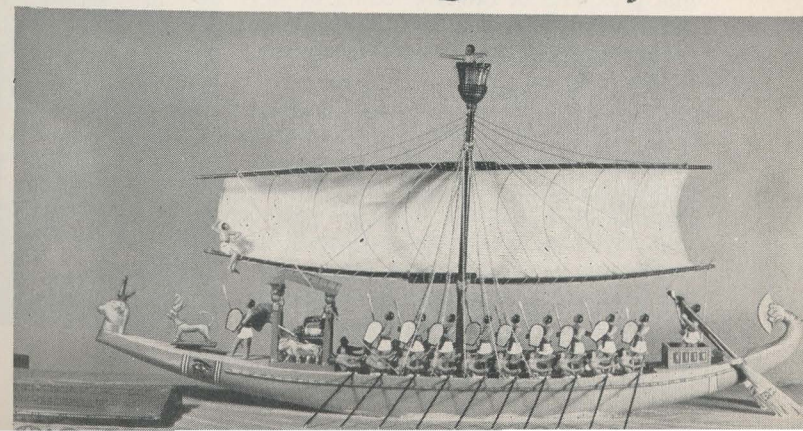
The *Balsa*, the gift of President Velasco Ibarra of Ecuador, portrays a type of craft used by the fishermen of his country.



This fierce-looking monster is a model of the "Kohbook-Son" or "Turtle Ship," the world's first iron-clad vessel. Designed by the Korean Admiral Yi Soon-Sin in 1591, it was used to defend Korea against the Japanese naval attacks of that century. The model is a gift from President Sygman Rhee.



This Egyptian Man of War plied the Nile in about 1850 B.C., the period of Amenhotep II. This model, taken from the wall drawings of Hat Hour Temple in Luxor, is the gift of Prime Minister Nasser.



Seafaring

as a Career

By John P. Ader, Engine Department

*Second Prize,
AW Club Essay Contest, 1955*

SEAFARING is one career still open to the young, the bold and the adventurous that offers the promise of a secure and brilliant future on free seas, in the peaceful era that lies ahead. For, as the rapid exchange of ideas, via radio, press, motion pictures and other means, becomes manifest among the billions of people that inhabit our earth, the next natural step is the mutual exchange of materials — and this is the job for the seafarer.

Each seaman has a duty to perform in order to keep his cargo-laden shell of iron afloat and traveling across a seemingly endless sea; and because the shell of iron is almost a world to itself, the seafarer has ample opportunity to learn all jobs that keep his ship alive and speeding through the chartered seas. Navigation or engineering, plumbing or cooking, oiling or rigging, baker or reefer, radio operator or carpenter are all essential and secure jobs for the seafarer.

But for the seafarer there are far richer joys than the joy of labor, for his life is enriched by living with and knowing men of different backgrounds and environments than his own. Afloat in his little pot of iron on an ever-changing — calming or frightening — capricious sea, the seafarer soon learns that his very existence depends on his fellow seamen. This teaches him of

the fellowship of man and creates within him a discipline that is self-imposed.

Few careers offer the promise of distant shores, exciting ports, strange peoples and the rewarding opportunity of becoming — as we, travelers all in the voyage of life, must soon become — world citizens. For the seafarer has the great chance of making contacts with peoples of all the world, to spread the culture of his nation and to return to his homeland with the seeds of ideas, needs and hopes of other nations. This experience cannot but help make him a richer individual, with a broader concept and with greater tolerance; in all, a better citizen to the community of landsmen where he settles, when he decides to sail no more.

The young, the bold and the adventurous who choose seafaring as a career inherit the great tradition of courageous seafarers who struggled, through time recorded, for the freedom of the seas. However, with their inheritance there is the challenge: to man the nuclear-powered ships of the future, to develop world citizenship and to determine that the seas shall remain forever free. Seafaring is a career with a secure and brilliant future with rich rewards for those who choose it.



Around the clock . . .



. . . on a Red Letter Day

THE AVERAGE community provides a variety of social services for its residents, supported by public funds and voluntary contributions. The Seamen's Church Institute, a complete shore center for merchant seamen, provides these also, some of them — like its Missing Seamen Bureau — tailored to meet the special needs of the maritime industry.

The cost of these many special services — library, clinics, recreation, etc. — averages \$273.97 daily, raised through contributions, large and small, from the general public. For its friends interested in naming one particular day of the year as a memorial or as a tribute to a very special person or event, the Institute's Red Letter Day Plan provides an opportunity to sponsor these activities for an entire day. Seventeen days have already been chosen. If you wish more specific information, please telephone or write to:

JAY DENNIS, *Ways & Means Dept.*
Seamen's Church Institute of New York
25 South Street, New York 4, N. Y.

The Word of Ships

UNINVITED GUESTS

It was a whale of a crossing, alright, for the American Export liner *Constitution*, headed from Genoa to New York last month, what with some rather unexpected company: a new born infant, a stowaway and a whale. Shortly after she sailed from Genoa, the liner encountered the whale, which remained draped on the bow for several hours. It was a mere snip of a whale, estimated at about only 40 feet long and two tons heavy, but then — a whale is a whale.

Shortly after the whale drifted off, a baby named Constantine arrived to an Italian couple migrating to Canada.

A young lady from Greenwich Village, who had stayed too long bidding a friend farewell on the east-bound crossing, returned as a stowaway. She is being held in \$2,500 bail for a hearing before the United States Commissioner this month.

SCHOOL DAYS

A chance to study American maritime and naval affairs in the unique setting of Mystic Seaport, Connecticut, will again be offered to 25 graduate students when the second session of the Frank C. Munson Memorial Institute gets underway at Mystic on July 9.

The curriculum covers the maritime history of the United States, from Colonial times to the present. "Through the use of Mystic Seaport's unique facilities," says Edouard A. Stackpole, director of the classes, "the interpretation of the heritage of America's seafaring past is given life."

Associated with Mr. Stackpole on the faculty will be Dr. Robert G. Albion of Harvard and Dr. John Kemble of Pomona

College, as well as five other instructors. Leading authorities in the maritime and naval fields will present evening lectures and participate in discussion groups with the students.

The program gives six hours of graduate credit to those who complete the course. Applications will be accepted at Mystic until April 16.

DEMOCRACY IN ACTION

The President of the United States and the whales in the calving grounds of Scammon Lagoon, off the Pacific shore of lower California, have something in common — they are all having their pulses taken by the same doctor, heart specialist Paul Dudley White of Boston.

Dr. White, the President's chief medical consultant since his heart attack last fall, sailed from Los Angeles early in February in search of the great grey whale. Weighing between thirty and fifty tons, its heart alone weighs about 250 pounds, and it may possibly have the slowest pulse of all mammals.

Four years ago, Dr. White went searching, like Captain Ahab, for the white whale, and managed to take an electrocardiogram of the creature. Before that, he had astonished his conservative Boston colleagues by borrowing an elephant from the local zoo and listening to its heartbeat.

All this is in connection with Dr. White's theory that some of the variations in pulse or heart behavior in humans may result from difference in the size of the individual hearts, rather than from any disease or malfunction. In general, the bigger the heart of a mammal, the slower

its pulse. The mouse's heart beats at the rate of 300 times a minute; the human heart, 70 or 80 times; Dr. White's elephant, 30 or 40; and his white whale, 12 to 20. Further research on whales is necessary, because the white whale he tested was a mere minnow, weighing a ton or so.

The grey whale will not be injured by the new experiment. Electric wires attached to harpoons will transmit the heartbeat to a recording apparatus on a sea sled to be towed by the whale.

MOVIES

At the Seamen's Church Institute, the local movie house is right in the building, Cinemascope screen and all. Since mid-January, four current films have been shown per week in the Institute's Auditorium, instead of three as in the past. Free admission to the movies is particularly appreciated by foreign seamen who have difficulty "doing the town" because of American price scales on entertainment.

WANDERLUST

High-schoolers throughout the nation have their eyes on the free trips on American vessels to Europe, South America, Hawaii, South Africa and the Orient, being offered as grand prizes in the 21st Harold Harding Memorial Essay Contest sponsored by the Propeller Club of the United States.

This year's contest, on the subject "The American Merchant Marine — Key to Trade and Defense," closes March 31, 1956. Seventeen American flag steamship companies are cooperating in providing trips for the winners.

SPREADING THE WORD

A new magazine designed to boost the American Merchant Marine has just bowed to the reading public. *U.S. Shipping*, "dedicated to the task of promoting American shipping to the end that it will become strong and prosperous," published its first issue in January, with articles by Senator Warren G. Magnuson, Clarence G. Morse, Chairman of the Federal Maritime Board, and Francis T. Greene, President of the American Merchant Marine Institute. *U.S. Shipping* is to function, states its first editorial, not as "the voice of any group within the industry but as a vehicle for the entire maritime family of activities."

SECOND TRY

That old atom ship, the one President Eisenhower proposed last year to tour friendly ports as a demonstration of this country's intention of using atomic energy for peaceful purposes, is back in the news again. Last year Congress rejected the plan, with some Congressmen stating that the ship would be a highly expensive (\$30,000,000 in construction costs and \$600,000 a year in operating expenses) "showboat," that would do little to further the development of atomic engines. However, Eisenhower, in his latest budget proposals, has included a request for an appropriation of \$13,000,000 for the Commerce Department's share in the construction of the nuclear-powered ship.

"Work on this ship," said the President, "should go forward as rapidly as possible."

The over-all budget proposals call for an expenditure of \$164 million, almost double that of the current fiscal year. On the agenda is the construction of 26 vessels, the largest number planned for any one year since 1951.

U.S. Navy Photograph

Through a driving storm, Navy hurricane hunters got this glimpse of a merchantman battling through Hurricane Carol.

Going with the Wind

YEARS ago, Mark Twain observed that everyone complained about the weather, but no one ever did anything about it. Were he alive today, he would probably cast an approving eye on a group of energetic young Washington meteorologists who are showing the shipping industry that there's more to be done about bad weather than grumbling and enduring it. The best way for a ship to handle the bad weather problem, say the Louis Allen Associates, is to steer clear out of its way.

At present, navigators usually chart their way across the oceans by following sea routings that historical weather patterns show to be the least disturbed by seasonal storms. Frequent reports from the U. S. Weather Bureau and similar organizations in other countries give them enough warning of freak conditions so that they can re-route their courses when necessary. Allen suggests something quite different,

a complete re-routing over the entire course, if need be, based on knowledge of two things: current and historical weather conditions along the route of the voyage and the application of these weather principles to the specific problems of each ship and each voyage. By applying meteorology and oceanography correctly to navigation, says Allen, the American Merchant Marine, already floundering in the red, should be able to realize — in fuel, salaries, and insurance — savings totaling about \$3 million a month.

The culprit doing away with this money now, says Allen, is the wind — the same wind which once carried America to prominence on the high seas, and is now whipping up huge losses annually to the marine industry. Allen estimates roughly that wind damage accounts for an annual loss of nearly one billion dollars in time alone and nearly 75 million dollars in cargo damage and loss. Marine disasters, although they are more dramatic, are probably less expensive, in the overall picture, than the enormous economic toll to shipping caused by the effect of wind on leeway. A simple mathematical formula lies at the root of the problem. The pressure of the wind varies as the square of its speed; doubling the wind increases the pressure four-fold. When a four-knot wind rises to 16 knots, the wind pressure increases 16 times. A true wind of four knots easily becomes a 16-knot headwind along the deck of a ship moving into the wind. In high winds, ship performance is reduced, operating efficiency is impaired and staggering losses start mounting up.

The answer, in the Allen scheme, is to pay more heed to the wind, just as the old sailing ship masters had to do. More than a dozen trials in the last two years have shown that the ships following Allen's suggested routings, out of the way of bad winds, saved an average of 29 hours each, plus thousands of dollars for the shipping companies.

The journey of the MSTs ship *Enid Victory* is a striking case in point. A year ago, the 10,000 ton freighter sailed from La Pallice, France to New York, the same day an identical ship sailed from Liverpool, England. Both ships were 3,318

nautical miles out of New York and both were similarly loaded. The *Enid Victory* reached New York harbor 67 hours ahead of the Liverpool vessel. The reason: Allen had wired the master of the ship, before the journey began, that a normally stormy area off Newfoundland had moved south temporarily, and that the ship could run through the shorter northern route before the storm returned. The Liverpool ship had followed the traditional routing, swinging south to avoid the usually stormy Newfoundland area. Allen's timely tip saved the *Enid Victory* about \$700 in fuel and \$5,500 in operating costs, aside from further savings in insurance, personnel, ship repairs and cargo damage.

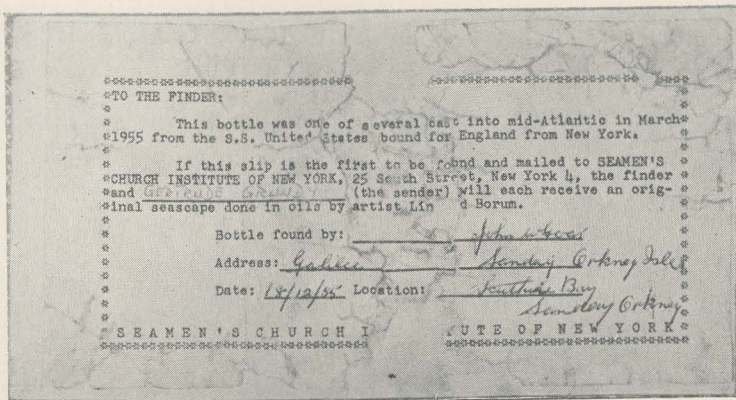
The MSTs, well pleased, has retained Allen for further tests. Moore-McCormack Lines and Pacific Far East Lines are also putting some of their vessels on Allen-suggested routings.

Allen does not always route his ships the fastest way, as in the case of the *Enid Victory*. Depending upon the requirements of the shipping company, a specific voyage may be plotted with regard to what is either the fastest, the safest, the most comfortable, or the most economical route. These qualifications vary from ship to ship and from voyage to voyage.

Allen admits that his system is not fool-proof, and that there will always be instances when ships cannot out-run or out-manuever storms occurring at sea. But in such cases, although sea hazards cannot be completely avoided, they can be greatly minimized.

Confronted with questions of insurance liability, Allen stresses that his service in no way interferes with the traditional authority of the captain aboard ship. The master is still supreme; he can use Allen's recommendations or not, as he chooses. Allen discusses his service as being only advisory. "My service is like that of a navigational aid — like a compass or a sextant," says Allen.

Allen's ideas may challenge tradition, but navigating with the weather could pay off in savings of millions, through better operating efficiency, reduced heavy weather damage, lower insurance rates, and provide far greater safety and comfort.



This is one of the three messages returned to date to the Seamen's Church Institute from the 450 cast into the mid-Atlantic from the S.S. United States last March.

Message Received

THE messages in bottles that the Institute launched last year at its ship model exhibition at the Jersey Coast Boat Show are coming home to roost, with the northwest coast of Ireland and thereabouts being the most-favored landing place so far. Fifteen-year-old Paddy O'Byrne discovered the first bottle on the shores of Ireland's Donegal Bay in October, and on January 22, Thomas J. Harte found another, just about 30 miles south of that spot, on the shores of Sligo Bay. Hart was out duck-shooting at Rinn, Killaspigbrone, Strandhill, County Sligo, when he made the find. Sligo Bay, by the way, is only a few miles from an Irish island named Coney.

Another bottle traveled all the way to the far side of northernmost Scotland, some 400 miles from the area where the other two bottles were spotted. It was discovered in mid-December by Joan Goar of Sanday, Orkney Islands.

The three bottles were all launched by New Jersey residents, visitors to the Jersey Coast Boat Show: Russell Skillman of Manasquan, Billy Finger of Elberon and Gertrude Grundy of Arlington. The messages were consigned to the North Atlantic in March, 1955, from the rail of the superliner S.S. United States, halfway between New York and Southampton.

Again this year the Institute will have a ship-model exhibition at the Jersey Coast Boat Show, to be held in Convention Hall, Asbury Park, from February 18 to 26, and visitors will get another chance to launch their messages across the deep. Last year's prizes, for the finder and sender of the bottle-message located were original seascapes by marine artist Linwood Borum. This year, the sender will receive a \$350 ship model of the famed *Flying Cloud*, executed by Howard F. Ferry. The finder will receive an original oil painting.

Visit The
Institute's
Ship Model Exhibition
at the
Jersey Coast Boat Show
Asbury Park, N. Y.
February 18-26

About the *Flying Cloud*



Howard Ferry puts the final touches on his model of "The Flying Cloud."

IT TOOK Howard Ferry two years, 1000 spare hours of work, to make his model of the *Flying Cloud*, which will be in the spotlight at the Institute's Jersey Coast Boat Show ship model exhibition.

A 26-year-old New Yorker, Ferry has been making models for about 15 years. He started with airplane models, but got interested in ships a few years ago when he was looking for something to pass the long hours he spent hospitalized in Japan recovering from shrapnel wounds suffered during the Korean War.

Ferry has since become one of the most active members of the Shipcraft Club of New York. He finds ship modeling relaxing and demanding at the same time. "The Clipper rig is especially difficult," says Ferry. "Most complicated of all is making the upper yardarms and attaching the halyards."

The *Flying Cloud* itself is known in the annals of the sea as one of the most fabulous of the clipper ships. Built by the master ship-builder Donald McKay in East Boston in 1851, she was the largest merchantman of her day, 235 feet long overall, with a beam of 40 feet and tonnage of 1,783. She broke all records in the New York to San Francisco run, reaching California in 89 days and 21 hours. Her owners were so thrilled that they had her log printed in gold on white silk for distribution to their shippers.

But although all was rosy on the surface, there was trouble aboard on the maiden voyage. The ship was under the command of Captain Josiah P. Creesy, an old Marblehead seadog, who had justly earned a reputation of pleasing the owners but making life rigorous for the crew. When the ship was partly dismasted in a gale on the third day out, Creesy refused to shorten sail on her remaining rigging while the carpenter was making new spars and the crew refitting them and bending on new canvas. When mutiny broke out a few weeks later, Creesy clapped the offenders in irons and soon after suspended the first mate for disobedience. Most of the crew jumped ship in California, and the enraged mate returned to New York to prepare a damage suit against Creesy when his ship returned from China.

Only an opportune stroke of fate saved Creesy from legal trouble. By mistake, a newspaper reported that he had died at sea two days out of San Francisco, bound for China. The mate gave up the possibility of a suit against a "dead man."

Donald McKay broke every record with the *Flying Cloud*, but he was unsatisfied until he built a mightier ship still — the *Sovereign of the Seas*. A model of the second McKay giant is Howard Ferry's next project.

Book Watch



MAKE A SIGNAL

Captain Jack Broome

John De Graff, New York, \$3.75

Signals made between ships at sea have a language all their own; colorful, direct, they are public telegrams which speak with the authority of ship or squadron and are "paid for with reputations, sometimes even with human lives." Before the age of the electronic brain completely automates communication at sea, a captain of the Royal Navy has seen fit to write a history of naval signals made in, to, or about the British fleet, selecting some of the most pungent to record for posterity.

The author traces briefly the history of naval signals, from primitive flags and banners, on to lamps, wireless and radio telephone. He reconstructs Britain's great naval battles via the signals which conducted them. And lastly, from the estimated 200-odd tons of signals sent out during World War II, he records some of the gems that occasionally flashed from a lamp or crackled from an aerial. Here are some samples.

A submarine, broken down on the surface, had to be taken in tow by another sub. On making contact with her guide, she received: TAKE MUMMIES HAND.

A message from a destroyer dismasted in foul Atlantic weather recalls the days of Stormalong and the tall tales of the sea. Questioned by another destroyer, HOW COME, she replied: SCRAPING UNDER VERY LOW CLOUD.

A signal of righteous surprise came from the personal friend of an Admiral who had recently fallen from his barge into the sea: I AM SURPRISED THAT A MAN OF YOUR EXPERIENCE

SHOULD ATTEMPT TO DO WHAT ONLY ONE MAN HAS DONE BEFORE — WALK ASHORE.

It would take more than a major catastrophe to dampen the spirits of this signal sender. Ordered to COMMENCE HOSTILITIES WITH JAPAN, an Atlantic convoy escort replied: REQUEST PERMISSION TO FINISH BREAKFAST.

The book ends with the most concise signal to come out of World War II. From a U.S. Atlantic patrol aircraft: SIGHTED SUB SANK SAME.

GREAT MEN OF THE SEA

Felix Reisenberg, Jr.

G. P. Putnam's Sons, New York, \$3.00

For younger readers in their teens, Felix Reisenberg, Jr., has developed a panoramic account of the great figures of seafaring—ranging all the way from the first known sailor, a gentleman named Noah, to the men of today's Navy and merchant marine. Because the book covers so much territory, taking in such diverse figures as Leif Ericson, Sir Francis Drake, the Buccaneers, John Paul Jones, Lord Nelson, the men who sailed *Kon Tiki*, it has little chance to dwell on any topic fully. But the reader can glean some interesting sidelights on the old seafaring stories; for example, why Captain Kidd was hanged unjustly and how the *Mayflower* almost sank on her first voyage to the New World. Boys taking a seaward glance should like this one. *Illustrated with line drawings.*

THE CHALLENGE

By the shore was a man with a mark on his brow
And there like a spectre he watched the sea,
Watched the ships pass silent through the moon
At each dawning of days and the reds of noon.
'Stay,' he said, 'from the pain of the silence,
The seas that will mould to sculptured bone:
Stay, or moon-blind, the earth scorned space
Will cast the sorcerer's mark of its embrace.'
But in me the seas were a burning light
With flame thrown morns to dream of creation,
The teeming in the deep of mysteries unseen
Evolving in the ageless, jewelled green.
And when the still days are golden with heat
I will dream with life, bright and singing clean;
Take of the island fruits and savor one by one
With stolen flesh from a sacrificial sun.
And at night a secret dreaming of death
Clasped in a shining and transfigured clarity,
To ache with reason and in contemplation
Of the one utter and final consummation.
'Stay,' he said, 'from the madness of truth
From the long sighs and the lonely dreaming.'
But youth is not marked, hears no halting bell
And through my eager hands stars and oceans fell.
With my joy I went on to the promising seas,
Left the ancient man a spectre on the shore,
Watching the ships pass silent through the moon
At each dawning of days and the reds of noon.

Antony de Courcy,
2nd Cook

