

The LOOKOUT

JUNE 1955

Mr. Clifford D. Mallory, Jr., Chairman of the Ways and Means Committee of the Seamen's Church Institute, has received a novel suggestion from a friend of the Institute. Here's the letter:

Dear Mr. Mallory:

This may be — I hope — a helpful idea for the S.C.I.

I have just received a check from the City of New York for \$36.00 for Grand Jury service. But I don't want the check! My own company pays me slightly more than the \$3.00 a day juror's fee, and keeps on paying me just as much when I'm in the Criminal Courts Building as when I'm here.

It occurs to me that there might be a good many other jurors who might welcome the suggestion that fees paid for serving your fellow man, when your time is paid for anyway, might well be turned back to help your fellow man in some other way.

In any case, here's my munificent fee, for which you can thank the City of New York!

Best wishes,



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore home 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 the 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

VOL. XLVI, No. 6

JUNE, 1955

Copyright 1955 by the

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

CLARENCE G. MICHALIS
President

REV. RAYMOND S. HALL, D.D.
Director

THOMAS ROBERTS
Secretary and Treasurer

TOM BAAB
Editor

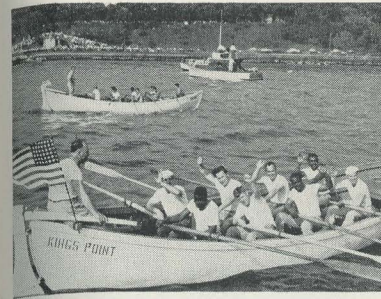
FAYE HAMMEL
Associate Editor

Published Monthly \$1.00 yearly 10c a copy

Gifts to the Institute of \$5.00 and over include a year's subscription

Entered as second class matter, July 8, 1925 at New York, N. Y., under
the act of March 3, 1879

THE COVER: The shadowy background of industrial New Jersey offers the only clue in the picture to indicate that the *Juan Sebastian de Elcano* is not a ship from the past, but a present-day sailing vessel. The Spanish training ship for future naval officers visited New York in mid-May, before sailing back home to Spain. See page 8.



Third-place winners were a crew from the MSTs ship *Simon Buckner*.

Crewmen from Norway's *Lista* raise their oars in token of victory. They won first place in the International Lifeboat Races, held May 24 in the Narrows.



Racing the Lifeboats

WELL, it really wasn't much of a race — not for first place in the final heat, anyway. The lifeboat manned by crewmen from Norway's *Lista* was so far ahead at the finish line that the photographers on the sidelines couldn't even get it on the same negative with the other entries. Second place also went to a Norwegian crew, eight huskies from the *M.S. Montevideo*.

Then came the Stars and Stripes as a crew from the MSTs ship, *Simon Buckner* heaved across the finish line. No one will ever know how well these valiant chaps might have done had they not been caught with the course dead abeam when the starter's rifle cracked. As it turned out, they did a splendid job in keeping Norway from splashing off with all three prizes. With four boats in the race, the Norwegians admittedly did enjoy a good chance of winning.

The race, incidentally, did not take place in Oslo. It was sponsored May 24th here in New York harbor in the Narrows off Brooklyn by the International Seamen's

Recreation Council. This gives emphasis to the fact that the only entry from a privately owned American ship was the well-outfitted team from the *Esso Brooklyn*, eliminated in the first heat. According to an industry spokesman, American companies in the passenger trade shy away from the race because lifeboats draw attention to the danger of sea travel, and this is considered poor publicity.

However, the French liner *Liberté* was not averse to demonstrating that her crewmen could handle a lifeboat well, although her oarsmen failed to outpull the competition. Her coxswain, Yves Sannier, who is assistant bosun on his ship, rode a mean tiller during the race.

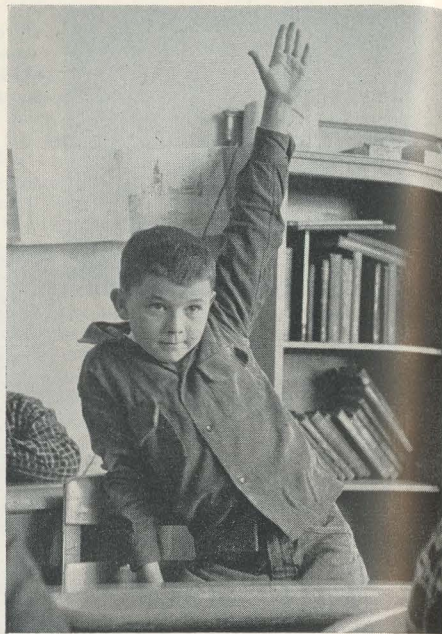
Eleven teams participated, using standard monomoy lifeboats supplied for the occasion by the U.S. Coast Guard and the United States Merchant Marine Academy at Kings Point. The Coast Guard also played an active hand by marking out the course, starting the heats and keeping the event well organized.

Ships for the Schools

*Goody! Goody! Gumdrops
We have it another year
Goody! Goody! Gumdrops
We have nothing to fear.*

CONTRARY to what you might expect from the above poem, the fourth-grader who wrote it, Mary Lou Llewellyn of Laurel, Maryland, is not talking about the Salk vaccine, or anything of the sort. She's happy because her class is going to be allowed to keep their adopted ship, Delta Line's *Del Mundo* for the second year in a row. Mary Lou is one of several thousand school children, mostly sixth, seventh and eighth-graders, who participated this year in a correspondence venture with a merchant ship under the auspices of the Adopt-A-Ship program.

The rejuvenated Adopt-A-Ship program sponsored by the Women's Organization for the American Merchant Marine has just completed an enormously successful first year, with school children and teachers, captains and crews all getting in on the fun. Mrs. Fred Hansen, coordinator of the program, reports that to date, 60 American passenger, tanker and cargo ships representing 12 different steamship companies have been adopted by school children in 16 states. The purpose of the program is to dramatize to young landmen the importance of maintaining an adequate merchant marine. In addition, the program perks up interest in such subjects as geography, history,



The boy who knows the answer is sixth-grader Dale Smith of Elwood, Indiana, one of the most enthusiastic participants in the Adopt-A-Ship program. His class has "adopted" the Texaco tanker, S.S. *Indiana*.

transportation, penmanship, English composition, arithmetic, and even art. The youngsters love it.

Here's how the project works. Under the guidance of the teacher, each member of the class prepares a letter containing questions about the "adopted" ship. All the letters are sent off in a packet, about once every two months, to the captain of the ship, who attempts to answer the queries. The children's curiosity about ships and the sea is bottomless. "Which ocean is higher, the Atlantic or the Pacific?" "What does an iceberg sound like?" "Why don't you keep pets on board ship?" "Who keeps the ship's log?" When a ship calls at port, the youngsters want to know all about the customs and habits of peoples of foreign countries. "What's it like to ride a camel?" "What is the religion of India?" From the answers to their questions they get a lively approach to problems in social science and geography, arithmetic and history

that seemed dull and abstract before. One class found their painstaking efforts at meticulous penmanship amply rewarded when their captain praised the neatness and legibility of their letters. "The Captain has accomplished more by that one statement to improve penmanship than I could have ever done," their teacher reported.

Another class boned up on arithmetic in order to figure out a navigation problem. Still another suddenly became interested in art because their captain on the S.S. *President Taft* had sent them several large Japanese wood-block prints from Yokohama. Each new port of call and each technical operation of the ship presents a new and absorbing subject for study in which the students have an intense personal interest. As a sixth-grader in New York City put it, "It's fun, and you learn from it."

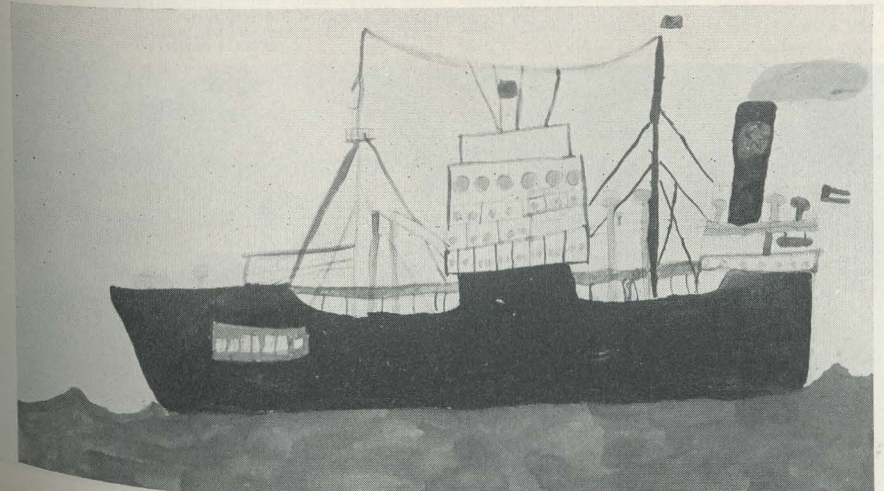
Besides their interest in things nautical, the youngsters are intensely curious about "their" captain and ply him with all sorts of personal questions. A class in Maryland wanted to know if Captain Monroe of Texaco's S.S. *Washington* was any relation to Marilyn. "No" Monroe wrote back, "and no resemblance, either."

The children are always eager to learn about their captain's war record and his

career at sea. The sixth-grade class in Elwood, Indiana that corresponds with Captain David Rosen on Texaco's S.S. *Indiana* have queried him about his golf score, what he does with the fish he catches when he's on vacation, and the "easy way of getting to be a captain." Captain Rosen's lengthy and affectionate replies seem to show that he enjoys the correspondence as much as his "Hoosier shipmates" do. So it would seem does Captain R. E. Lee of Texaco's S.S. *California*, who wrote this answer to the simple question, "How large is the ship?"

"This is a very good question and it has many answers. The weight of the ship when empty is 6,335 tons, and when loaded it weighs 25,510 tons. The cargo tanks hold enough gasoline to fill the tanks of enough automobiles to make a string, bumper to bumper, from Port Arthur, Texas, to Toronto, Canada. A man driving a car eight hours per day, five days per week, would require 947 years to use all the gasoline on one cargo of this ship. The ship carries enough 'bunker fuel' to run, non-stop, 15,200 miles, which is more than halfway around the earth. This 'bunker-fuel' capacity-filled with gasoline would drive your car a distance equal to 24 round-trips to the moon." And so on.

One of Dale's classmates drew this conception of what the *Indiana* looks like.



Once the program gets going, the captains start sending their groups a lot more than just answers to questions. Almost all of them send the children photographs of life aboard ship, postcards of exotic ports, foreign coins and stamps. Captain George Hamm of the S.S. *Alcoa Pointer* sent his group exotic flower prints. The Texaco people go all out and send each school a Texaco house flag, a calendar showing over 200 ship-stack insignia, and a reprint for each student of a map of Texaco shipping routes and a cut-away drawing of a tanker. Probably the most elaborate gift that any school has received so far is a 45-minute color film of life aboard a sea-going tanker, produced especially for the children in the Henry Clay School, Paducah, Kentucky, by several officers of Texaco's S.S. *South Carolina*. The movie was shown by one of the officers of the ship, and according to their teachers, the children were almost beside themselves with excitement, first at meeting an officer of "their ship" in the flesh, and second at recognizing so many men in the movie from snapshots they had seen before.

The adoption aspect really works both ways, with both children and the merchant seamen getting interested in each other. On some ships, groups of men

work out the answers to the children's questions jointly. Captain R. H. Day of the *Mormaclark*, adopted by the McKinley School in Corapolis, Pennsylvania, told his crew that he wanted at least one letter per man. One crewman said he wrote only in Spanish. "Fine," said the master. "Write a letter in Spanish. The kids'll get a kick out of it."

The program has so captured the imagination of the children that parents are getting involved in it, too. Discussions of the American Merchant Marine are becoming a new topic for PTA meetings.

The only mournful note struck so far is that in some schools, promotion to a new grade and a new teacher means that a youngster must relinquish his adopted ship. Lynn Fletcher of Staten Island was heartbroken at having to leave the *Mormacpenn* to the new crop of fifth-graders coming up in the fall. "We hoped," she said, "that we could take our ship with us to the sixth grade."

— FAYE HAMMEL

EDITOR'S NOTE: Before the Adopt-A-Ship program starts its second season in September, more ships are urgently needed. Steamship companies are asked to get in touch with Mrs. Fred N. Hansen, Women's Organization for the American Merchant Marine, 17 Battery Place, New York 4, N. Y.

Dale and fellow students listen with rapt attention to the latest letter from Captain David Rosen of the *Indiana*.

Photos courtesy The Texas Company



IT'S AH CHIN BY A NOSE



Senator Warren Magnuson presents the "Seaman of the Year" plaque to Jarrett H. Ah Chin.

Seaman of the Year

JARRETT H. Ah Chin, boatswain on the S.S. *Mormacrio* has been named as the first "Seaman of the Year." In recognition of the honor, he was presented with a plaque by Senator Warren G. Magnuson, Chairman of the Interstate and Foreign Commerce Committee and of the Senate Merchant Marine Subcommittee, at special ceremonies held in New York on May 24, Seamen's Day, part of World Trade Week.

Nominated by his fellow seamen aboard the *Mormacrio* for the citation, Ah Chin was chosen by the judges because "Through his outstanding devotion to his job, to his shipmates and his fellow men, he has brought honor to all Americans who follow the sea." Born in Hawaii 32 years ago, Ah Chin has been shipping for 15 years. Unusual acts of heroism in rescues at sea made him the choice of his shipmates for the award.

The contest for "Seaman of the Year" had been conducted for three months prior to the presentation of the award by the United Seamen's Service. In addition to the plaque presented to the first-prize

winner, silver medals were presented to two of the six runner-ups in the contest who could be ashore to receive them. They were Nicola Giammarino, A.B. on the S.S. *Independence* and Eddie Lewis Hudgons, steward on the U.S.N.S. *General H. F. Hodges*.

At "Seaman of the Year" ceremonies in Battery Park, Commissioner of Marine and Aviation Vincent A. G. O'Connor bids a hasty farewell to Senator Magnuson as the legislator takes off in a police helicopter. A waiting plane at La Guardia rushed him back to Washington for an important Senate roll-call.



The World of Ships

LUXURY

Two new luxury liners to end all luxury liners will join the Moore-McCormack fleet before the end of 1957. They will replace the Good Neighbor liners *Argentina* and *Brazil*, which currently ply the Moore-McCormack route between New York and the east coast of South America.

Plans for the new passenger-cargo vessels have already been approved by the Federal Maritime Board, and the company will open bids for construction contracts in July. Luxury features in the new ships will include air-conditioning throughout, two swimming pools per vessel, private telephones and thermostat temperature control in each room, and special facilities on passenger decks to permit the serving of breakfast in all staterooms. Breakfasts will be eliminated as a community meal. Seasickness will be cut down to a minimum by stabilizing fins such as the ones recently installed on the *Queen Elizabeth*. Passengers will also have the advantage of a special observation bridge to be built on a dummy smoke stack.

TRAMP TROUBLE

Foreign competitors are gradually taking over the business of carrying bulk cargoes in United States foreign commerce, according to James B. Stuart, president of the American Tramp Ship-owners Association. Speaking before the House Committee on Merchant Marine and Fisheries, Mr. Stuart explained that sixty percent of the waterborne dry cargoes that move in America's foreign trade are carried by tramp ships, and that foreign-flag ships now get eighty percent of this business.

Unless the government extends operating differential subsidies to the tramp segment of the industry, Mr. Stuart said, U. S. flag operators will not be able to continue in the face of low-cost foreign competition. At present, operating subsidies are limited to ships in regular trade routes.

AUTOMATION, AHOY!

Automation, which as everybody knows by now, can bake a cake or make out a complicated payroll in the winking of an electronic eye, is also having its effect on life at sea. According to the N.M.U. Pilot, the seaman of tomorrow is going to be a highly trained, skilled technician, while the unskilled man will find it even more difficult to ship than at present. Some of the automation devices which have already made inroads aboard ship are the "iron mike" which steers a ship automatically, automatic lubricating systems which sound an alarm when a bearing heats up, and electronic ranges and griddles which make cooking at sea a relatively simple matter.

THUMBS DOWN

Members of the Joint Congressional Atomic Energy Committee have turned thumbs down on President Eisenhower's recent proposal to construct an atomic-powered merchant ship which would tour the world in the interest of peace. The rejection came in mid-June, after the legislators had become convinced that building the "friendship vessel" would have been a waste of money — to the tune

of some \$30,000,000 in construction costs and \$600,000 a year in operating expenses. Since the Eisenhower plan called for the same type reactor that already powers the Navy's A-sub, the *Nautilus*, it would have done little to further the development of atomic engines. In place of the ship, the committee voted \$25,000,000 for development of a new atomic power plant that could be used to power large surface vessels, either military or freight-carrying.

Rep. W. Sterling Cole of New York, top Republican on the Committee, had thought that members of Congress might demand that Eisenhower's goodwill demonstration vessel visit their ports before going overseas. Another Congressman, Rep. James E. Van Zandt, (R. Pa.) had pondered the possibility of the ship's being sent by railroad for exhibition in his landlocked home town of Altoona.

A-SUB II

The Navy's second atomic submarine, the *Seawolf*, will be launched in Groton, Connecticut in July, it has been announced by the Navy. Like her now famous sister, the *Nautilus*, the new A-sub will travel at speeds of over twenty knots and should be able to cruise all the way around the world without refueling, or even resurfacing.

The *Seawolf* cost the Navy approximately \$32,000,000, in contrast to \$29,000,000 for the *Nautilus*. The additional \$25,000,000 cost for the atomic power plant on each ship is paid for by the Atomic Energy Commission. A newer type of power plant, known as an intermediate neutron energy reactor with liquid metal coolant, has been built for the new sub by the General Electric Company.

OPPORTUNITY

Graduate engineers who wish to enter the maritime field may soon have a unique opportunity to participate in a training program designed to provide engineers for the Office of Ship Construction and Repair in the Maritime Administration, it has been announced by Maritime Administrator Clarence G. Morse.

Plans for the program, which will be submitted for approval to the Civil Service Commission, call for a three-year training period, with graduates spending six months in shipyards, six months aboard ship, 12 months in the Office of Ship Construction and Repair at the Maritime Administration in Washington, D. C., and a full school year studying naval architecture and marine engineering. Anyone who takes the program must agree to remain in the employ of the Maritime Administration for a period of at least 27 months after its completion. Further details may be obtained from the Personnel Office, Maritime Administration, Washington 25, D. C.

HAGUE TROPHY

All persons, companies and organizations actively connected with the American Merchant Marine are eligible to be considered for the new Robert L. Hague Trophy award, which has just been announced by the Robert L. Hague Merchant Marine Industries Post of the American Legion. The award, named in honor of the man who built the "Bridge of Ships" in World War I, will be presented annually, starting in 1956, "in recognition of the outstanding contribution of the year adjudged best for the American Merchant Marine."



Midshipman José Manso, a future officer of the Spanish Navy, cuts a striking figure on the after deck of the *Juan Sebastian de Elcano*.

Spanish, in the Main

THE great sailing days of the Spanish fleet were vividly recalled for New Yorkers last month when the barkentine-rigged *Juan Sebastian de Elcano* sailed into New York harbor. Moving gracefully under sail as far as the Statue of Liberty, the craft, a training ship for future officers of the Spanish Navy, caused considerable excitement in the harbor among the latter-day vessels of steam and smoke.

New York was the last port of call on the *Sebastian's* nine-month training cruise which took 54 youthful midshipmen of the Escuela de Guardias Marinas from Spain to Africa to South America, up the Eastern Seaboard of the United States, and back to Spain again. The 18-year old sailing ship, painted spanking white and proudly bearing a golden figurehead of Queen Isabella on her prow, made almost

the entire voyage under sail. Her 354-man crew, under Captain José Justy Pita Daveiga had become so proficient at the sails that they were able to hoist them in five minutes or less. "This is the trip," an American friend interpreting for one of the men remarked, "that either makes or breaks the Spanish naval officer."

The 54 midshipmen on board, all of whom seemed to have weathered the voyage in fine style, were fifth-year men. In June of 1956 they will have completed their training at the school, which corresponds roughly to our Annapolis, and will be commissioned officers in the Spanish Navy.

Most of them, like 25-year old José Manso, come from a region in the north-west part of Spain called Galicia, which has been breeding sailors for generations; 60% of all Spanish seafarers come from this area. Among the upper-class families, tradition decrees that the sons will follow a naval career. Midshipman Manso is typical. Both his father and uncle were admirals; his oldest brother is already a naval officer; two others are studying to be officers. To make the record complete, José's sister is married to a naval officer.

José is very proud of the fact that he will inherit his father's sword, which among Spanish Navy officers is a long-standing tradition.

Queried about America, José exclaims with typical Spanish profusion that he really loves the United States — especially New Orleans — but after all, there's no place like Spain. American women? Beautiful, he says — especially the ones in New Orleans — but then again, there's no place like Spain. José is a bachelor and claims that his best girl is still his mother. In fact, he's rather afraid to go back to his home town of Ferrol, because as he puts it in his newly-acquired English, "The girls are so beautiful there I will be unable not to get married."

Some day José would like to come back to the United States to study. But that's for the future. Right now there's one more year's schooling at the naval academy, and then an assignment on a ship, a cruiser, he hopes. "Did you know," he asked, "that your Admiral Farragut was of Spanish descent? We Spanish sailors are very proud of that. The tradition of the navy in Spain — it is a wonderful thing."

This is the *Juan Sebastian de Elcano*, anchored in New York harbor. She is named for the 16th-century Spanish navigator, one of the first men to circumnavigate the globe. As Commander of the *Victoria*, one of the two remaining vessels of Magellan's fleet, he completed the voyage on which Magellan had been killed.





The Rev. Raymond S. Hall, Mr. O. C. Frey, and the captain of the tug *Dalzella* enjoy a wisecrack by Mr. Lloyd Dalzell, former president of the National Council of Seamen's Agencies. Dr. Hall was chairman of the Joint New York Host Committee for the Council's Spring Conference. Mr. Frey is executive secretary of the Council.

Conference Highlights

"NATIONAL and International Aspects of Service to Seamen" was the theme developed by 65 delegates to the Spring Conference of the National Council of Seamen's Agencies held in New York, June 1-3. Representatives from 21 agencies of the United States and Canada began the three-day session by re-defining the Christian approach in serving seamen, and discussing the problems of business operation common to all agencies.

During the discussion of programs for meeting the needs of seamen today, Miss Charlotte Gluck, guest speaker from the National Council of the Protestant-Episcopal Church, indicated the agency's role when she pointed out that "the seaman's life is composed of short-term contacts, whereas the community to which he goes is enveloped in long-term planning." A paper by the Rev. William McLean, manager of the Montreal Sailors' Institute, called attention to the impact on his agency of the widespread unemployment

among Canadian seamen that has resulted from the transfer of nearly all of Canada's ships to foreign registry.

Speaking at the Council's banquet held at the Seamen's Church Institute of New York, Chaplain Joshua C. Goldberg, Captain, U.S.N., recalled some of his memories of merchant seamen during the dark days of World War II, when casualties were running to 50%. "Oh, yes, those who lived got some bonus money — but who would risk his life for a few bucks?" The rabbi observed that transportation networks were the world-wide target of the Communists, and he expressed the view that the work of seamen's agencies was therefore of the highest importance in reassuring those who man the ships that they are individuals important to the nation and esteemed by their countrymen.

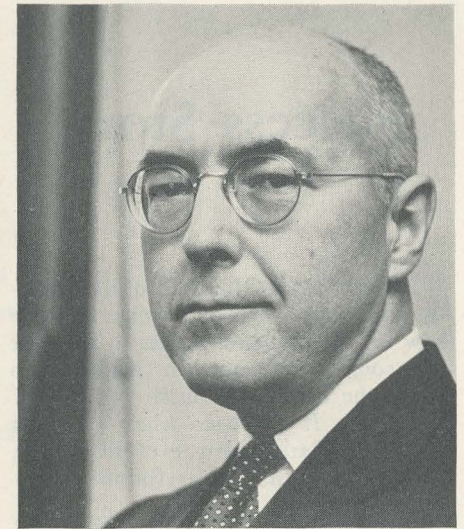
During its final session, a resolution that the member agencies join resources in making a comprehensive survey of special needs of seamen in American ports was

referred to the Council's Executive Committee for action. The resolution indicated that the survey, to be handled by questionnaire and/or interviews with seamen, should include the broadest possible sampling and that the help of specialists should be considered in the preparation of the survey materials to insure the maximum objectivity and accuracy.

The Council also went on record as favoring the idea of a world-wide council of seamen's agencies, following a panel discussion led by Dr. Raymond S. Hall, chairman of the International Study Committee, which has been investigating the benefits that might derive from closer cooperation among the seamen's agencies of all maritime nations in the free world.

The Council's new slate of officers elected at this session to serve during 1955 and 1956 is headed by President Carl McDowell, executive vice-president of the American Institute of Marine Underwriters. He succeeds Mr. Lloyd Dalzell, president of the Dalzell Towing Company.

Elected as vice-presidents for the Council's various districts were Captain R. L. Wynne for the Gulf Coast; Mr. Franklin E. Vilas, East Coast; Mr. Hugh Gallagher, Pacific Coast; Mr. William McLean, Canadian district, and Mr. Scott Osgood, Great Lakes district.



Mr. Carl McDowell, president-elect of the National Council of Seamen's Agencies.

Re-elected were Treasurer Clarence G. Michalis, chairman of the board, Seamen's Bank for Savings; Assistant Treasurer Dr. James C. Healy, senior chaplain at the Seamen's Church Institute of New York, and Executive Secretary Orian C. Frey, manager of the department of special services at the Seamen's Church Institute of New York.

Delegates to the Council's Spring Conference were the guests of the Dalzell Towing Company aboard the *Dalzella*, one of the company's large modern tugs.



Success Story

A NINE-YEAR-OLD California school-girl has a bagful of foreign coins to show her schoolmates, thanks to an assist from some of the merchant seamen who stay at the Seamen's Church Institute of New York. It all began when we got a letter from Barbara Payne of El Centro, California, which read as follows:

I am making a project for School. It is a collection of old American coins and coins from all over the world.

I saw a movie on Television about how the Sailors come to you from all over the world, so I thought maybe if I sent some American money, maybe some of the Sailors could send me money from their countries.

I am 9 years Old and have saved my allowance for a month and if I could get a 5 cents or 10 cents from each Country, and I could save some more and swap some more next month.

I would be very thankful and happy if you could help me.

I am putting in my \$1.00 so you could pay the sailors back.

*Sincerely,
Barbara Payne*

Feeling that such enterprise should not go unrewarded, Mrs. Gladys Kadish of the Institute's Special Service Department, who is used to handling all sorts of unusual problems for merchant seamen, decided to do something about Barbara's request. She put the letter up on the Institute's first-floor bulletin board and then sat back to wait for results. To date, she has collected coins for Barbara from 22 different countries, including a very old Mexican coin dated 1851, which unfortunately (we checked), has only curiosity value.



Miss Barbara Payne

Barbara's biggest single haul came from a West Indian seaman who had just come back from a round-the-world cruise with his pockets jingling with coins from Hong-Kong, Portugal, Austria and Indo-China, to mention only a few places. We've just received Barbara's last letter which she wrote after getting these coins, and which we think makes a rather happy ending to the whole story:

I received your letter with the coins in it. Thank you very much.

I would like you to thank the West Indies seaman for me.

My school project is finished for the year, but I plan to keep on adding to my collection. We have a hobby show at school. All the other boys and girls are interested in my coin collection too.

My Grandma says it was one of our Ancestors that started the Floating Chapel in Brooklyn.

Thank you again and I hope I'm not too much trouble.

*Sincerely,
Barbara Payne*

None of the seamen would accept Barbara's coins in exchange, so she gets her dollar back, too!

SKIPPER'S CHOICE

Each day the old sea captain feeds
Some birds down near the park,
And oftentimes he'll whistle tunes
With thrush and meadow lark;

But should a gull come drifting in,
He'll stand as though possessed —
For gulls have wings that brush the sea,
And gulls he loves the best.

Iva Poston

OCEAN VAGABONDS

Grandpa's older than the moon
And so is grandpa's boat,
And both of them are crinkled
And brown as creosote;

Even in the dark you'd know
They're far from fresh and young,
What with the old boat's brackish breath
And grandpa's salty tongue.

Iva Poston

