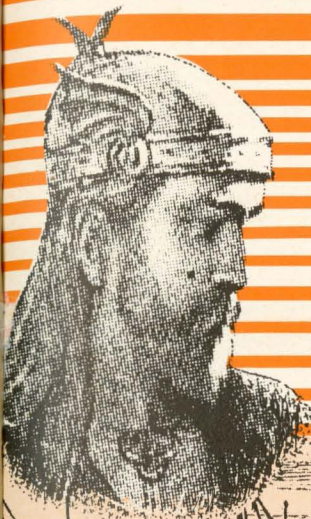
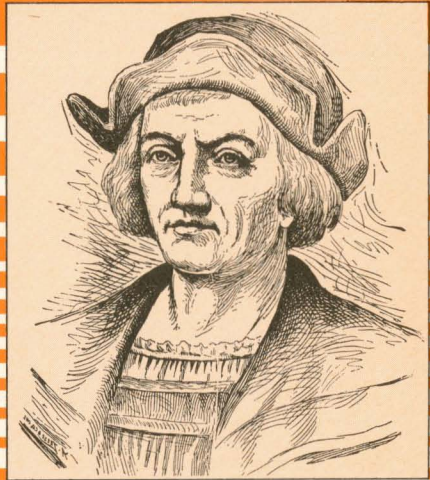


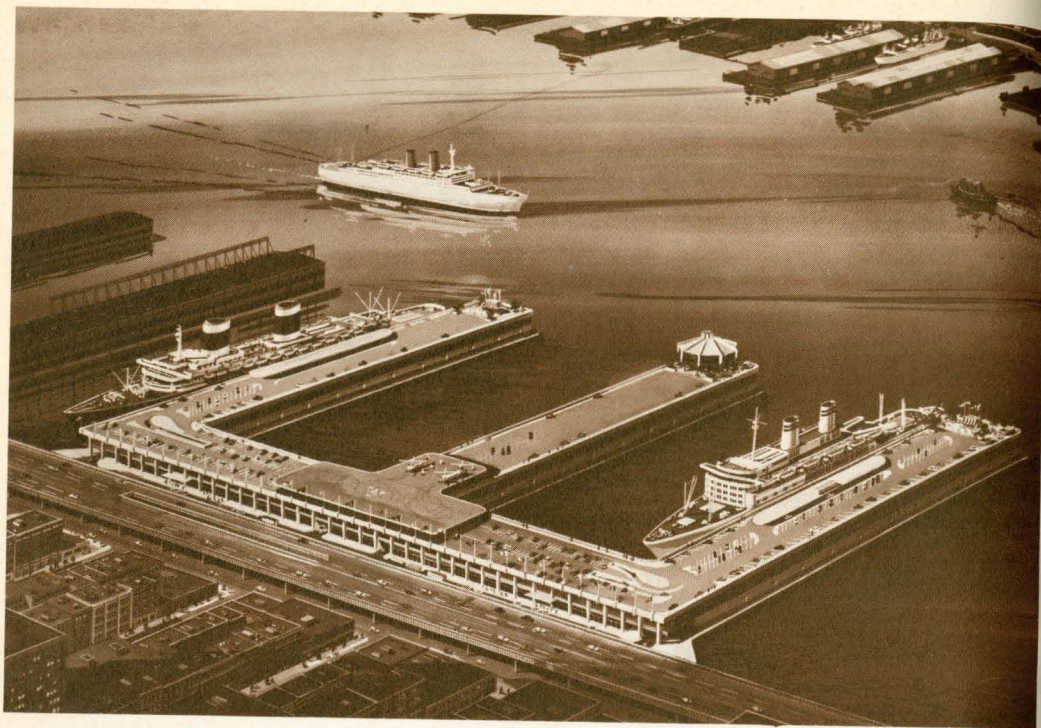


the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



OCTOBER 1968



Construction of a consolidated passenger ship terminal on the Hudson River from 46th to 50th Streets in New York has been proposed by the city and the Port Authority.

The air-conditioned and -heated facility would replace present warehouse-like passenger piers and eliminate the discomforts, delays and chaotic traffic conditions that exist at the present passenger ships piers. The new facility would provide: six berths to accommodate all operating liners and superliners; a modern and efficient system for processing baggage through U.S. Customs; direct vehicular access to the pier for easy passenger pick-up and discharge; parking space for about 1,000 cars.

the LOOKOUT

Vol. 59 No. 8

October 1968

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SEAMEN'S CHURCH
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Published monthly with exception of July-August and February-March when bi-monthly. Contributions to the Seamen's Church Institute of New York of \$5.00 or more include a year's subscription to The Lookout. Single subscriptions are \$2.00 annually. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00. Second class postage paid at New York, N. Y.

COVER: Who discovered America has been the subject of friendly dispute for centuries between historians. The cover honors two of the several nations which have figured in the early explorations of the Western hemisphere.



Who Discovered America

? ? ? ? ? by Brenda Gourgey ? ? ? ? ?

Just after dawn on October 12, 1492, a Genoese admiral waded ashore on an island in the Caribbean. Christopher Columbus' landfall in the Bahamas is one of the most famous and most significant events in all history.

As a result, he has claimed the credit for discovering the New World. No one would seriously deny his achievement, but he was not the first explorer to set foot in America. At least one other nation, and possibly more than one, sent sailors to that continent before him.

The theory that America might exist was very old indeed. As early as 380 B.C., there was talk in Greece of "an island of immense extent" beyond the ocean thought to surround Europe, Asia and Africa. If this was a guess, it was certainly an inspired one, and was probably based on information brought back to Europe by travellers to China.

The Chinese must have been the first people to be aware of America. The earliest record of Chinese visits there exists in the writings of the historian

Li Yen. In 800 A.D., he wrote of journeys to Kamchatka and the northwest coast of America. Kamchatka, a tongue of land jutting out into the southwest Bering Sea, lies 1,600 miles from the Alaskan coast, a distance which was unlikely to deter the Chinese, who were among the most intrepid sailors of their day.

There have been many claims by many nations that it was their sailors, and not Columbus, who first set foot in America. Of all those which are unproved, none is more likely to be valid than that of the Portuguese.

In the 15th century, they were the world's greatest navigators and most courageous explorers. Portuguese pilots discovered Madeira in 1418 and the Azores in 1427. Portuguese sailors were the first Europeans to round the Cape of Good Hope and cross the Indian Ocean.

It is quite probable that the Portuguese reached America in 1484, the year in which they refused to sponsor

Columbus' voyage. Columbus had hardly left Portugal on his way to Spain before the Portuguese king commissioned Domingo de Arco to find "an island in the Atlantic."

With the skill and courage the Portuguese had already shown, it was well within their power to cross the Atlantic and discover America. If de Arco *did* land there, the Portuguese kept quiet about it. They hoped, perhaps, to safeguard the rich markets they were opening up in West Africa and India. Revealing what they knew about America might prompt unwelcome rivalry from other European nations.

It was a short-sighted attitude which the Portuguese later had good cause to regret. They should have realized that America was bound to be discovered sooner or later. In 15th century Europe, it was a well known fact that land lay across the Atlantic. This knowledge had permeated down through the work of Icelandic, Danish and German cartographers, and their information derived from the exploits of a hardy, semi-nomadic race of seafarers whose skill and daring had once made them masters of the northern waters.

In the 9th and 10th centuries, the incessant raiding of the Norse Vikings had made them the terror of northern Europe. But if they were marauders, they were also the discoverers and colonizers of new lands.

The low, open Viking ships were built for speed and distance. Made of



thin planking fitted with wooden ribs, their deep keels ran the entire length of the vessel. These ships were so constructed that at high speeds — they could reach over twelve knots — they tended to lift out of the water and plane across the surface.

The Vikings made long journeys across open sea to colonize the Shetlands, the Faeroes, Iceland and Greenland. These last two colonies proved the springboard for the Viking discovery of America.

In the summer of 986 A.D., Bjarne Hergulfsson set out from England to join Erik the Red in Greenland. Neither Bjarne nor his crew had ever been to Greenland before, and after a few days they were lost in unfamiliar waters, surrounded by fog and driven before strong northerly winds.

Eventually, the fog cleared, but Bjarne, though an experienced sailor, did not know where he was. Judging by subsequent events, the wind, backing to westward, had carried him well south of Greenland and so, when Bjarne hoisted his sail and pointed his prow westward, it was inevitable that he should eventually reach America.

At his very first sight of the coast — it was probably Newfoundland — Bjarne knew it was not Greenland. Where he should have seen mountains and glaciers, he saw instead the thick forests of the warmer south. Mystified, Bjarne sailed up the coast, only to find more forests fringing the coastline of what was probably Labrador.

It was only when he sighted the arctic terrain of Baffin Island that he knew he was nearing Greenland. Somewhere along the coast of Baffin Island, Bjarne turned eastwards until at last he sighted the great black mountains and glittering mass of ice with no hint of green which he knew to be his destination.

In the next seventeen years, there were at least two more expeditions to America. The famous Leif Eriksson

(Continued on page 8)

We are a kaleidoscope of the waterfront



Magazines are bundled and mechanically tied in a special SCI facility set aside for the purpose.

"When you are on duty the time passes, but it's the off-duty hours at sea that can get you down. You just can't take a walk through the park like when you are on land."

So said a typical seaman recently at the Institute.

What may a seafarer do for recreation aboard ship during his leisure hours? It depends: If he is on one of the newer, larger ships he may find excellent equipment and facilities for recreation; if, as is more frequently the case, he is a crewman on one of the older, smaller ships, his choice of activity is restricted.

There is the radio, of course, but a little of that is sometimes too much . . . especially if you don't happen to go for raucous rock. A TV set is useless beyond forty or fifty miles of a shore transmitter; the signal fades to nothing.

So what's left?

Happily, most every crewman likes to read, said the seaman . . . as the Institute has verified over the *past hundred years*; the free magazines, paperback and hard-cover books distributed

by SCI to ships tied up in the New York and Newark ports are highly prized by the crewmen.

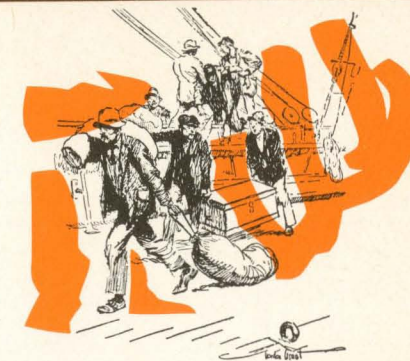
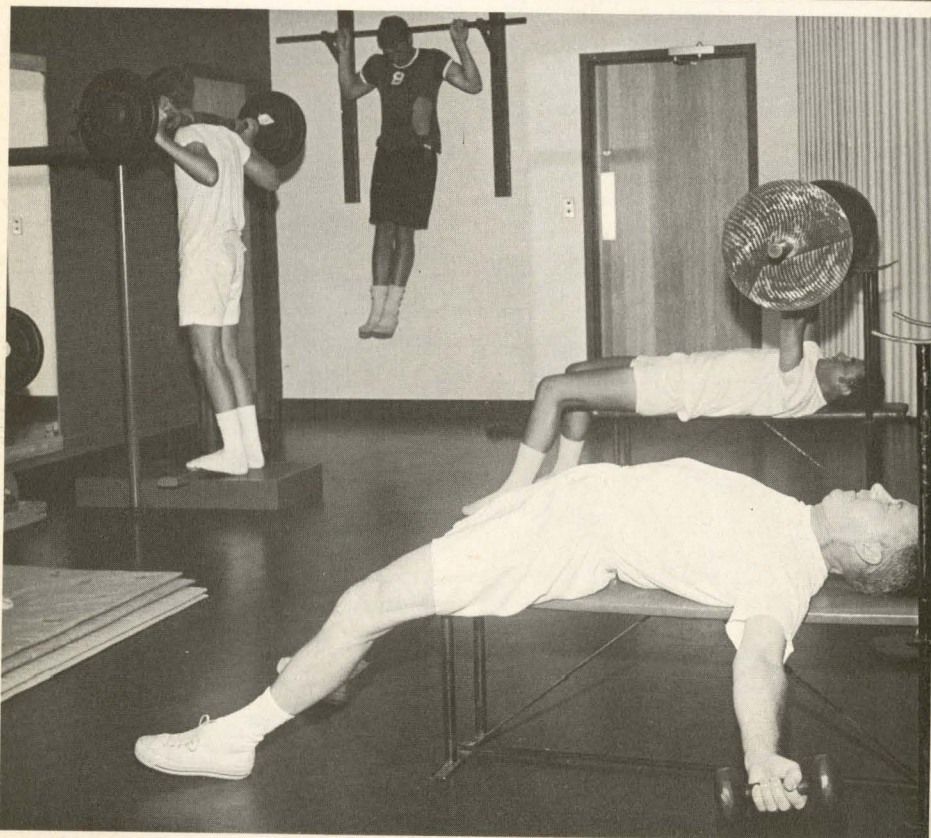
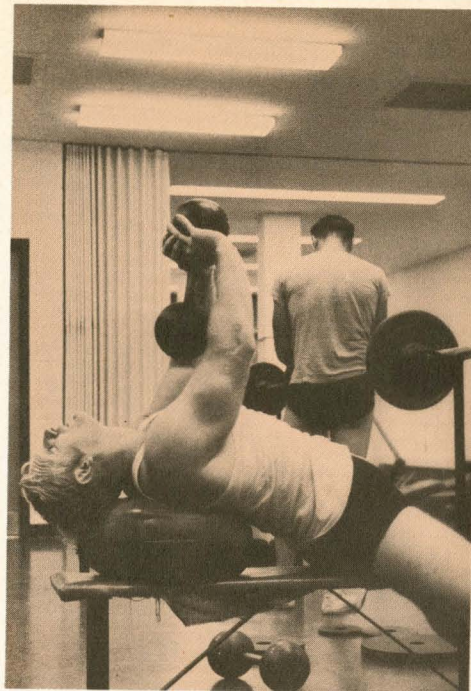
An SCI staffman works full time on the magazines and book distribution to mariners. The magazines, surplus stocks contributed by New York publishers and distributors, as well as those given by individuals, are collected by the Institute man from various points throughout the city (a station wagon is used) and brought to an especially equipped room at the Institute where they are sorted and bundled, then subsequently brought aboard the ships by him and the staff of ships' visitors.

The Institute's Conrad Library from time to time winnows out its surplus volumes for distribution to the ships. Bibles in all languages are also made available.

A seaman's taste in reading material seems to parallel that of a landsman: the news magazines, sports publications, detectives, adventure, digest books, movie and cartoon magazines. Then there is — love and the magazines which celebrate romance in any language.



Every day the SCI gym resounds with the thud of fists on the punching bag and the grunts of seamen straining to lift iron barbells and dumb-bells to loosen ship-bound muscles. The men often complete their workouts with a relaxing sauna. Photos show gym in use on a typical day and after it has been closed in the evening. It is open to non-seamen for modest fees.



Among the most appreciated SCI services is storage of seamen's luggage in a special basement facility, fitted with racks to the ceiling. Oldtime seamen used mainly sea-bags or wooden chests for their personal gear while at sea or ashore. Today most seamen use conventional luggage.



"HERITAGE OF NEW YORK"
 A HOUSE ON THIS SITE WAS THE BIRTHPLACE
 OF THE NOVELIST AND POET
HERMAN MELVILLE (1819-1891)
 "MOBY DICK" AMONG HIS NUMEROUS SEA-TALES,
 ATTAINED ENDURING RECOGNITION
 IN AMERICAN LITERATURE.
 PLAQUE ERECTED 1968 BY
 THE NEW YORK COMMUNITY TRUST

◀ Plaque affixed to outside wall of SCI building on Pearl Street.

MILLION DOLLAR VIEW

Gentlemen:

I had the opportunity to stay at the Seamen's Church Institute during the past week-end with my husband, Captain Irby F. Wood, Alcoa Steamship Company.

I found the Institute a very enjoyable place, a place having a kind of club atmosphere. Certainly, the view was a million dollar view. The quietness was very relaxing. And what club has such a wonderful library.

It seemed appropriate for me to share my pleasure with you and any other interested member of the institute staff.

(Mrs.) M. Marian Wood

Washington, D. C.

WHO DISCOVERED AMERICA (Continued from page 4)

landed in Newfoundland in 1000 and in 1003, Thorfinn Karlsefni and a party of colonists settled in north Newfoundland for two years.

By Columbus' time, memories of this colony, called Vinland, had faded. Evidence of its existence lay only in the Norse Sagas and until two or three years ago, no one knew how much they were fiction and how much fact. It was only in 1965, when the Vinland Map of about 1440 was published, that the claim of Viking discovery of America was persuasively presented.

Neither the Vikings nor Columbus

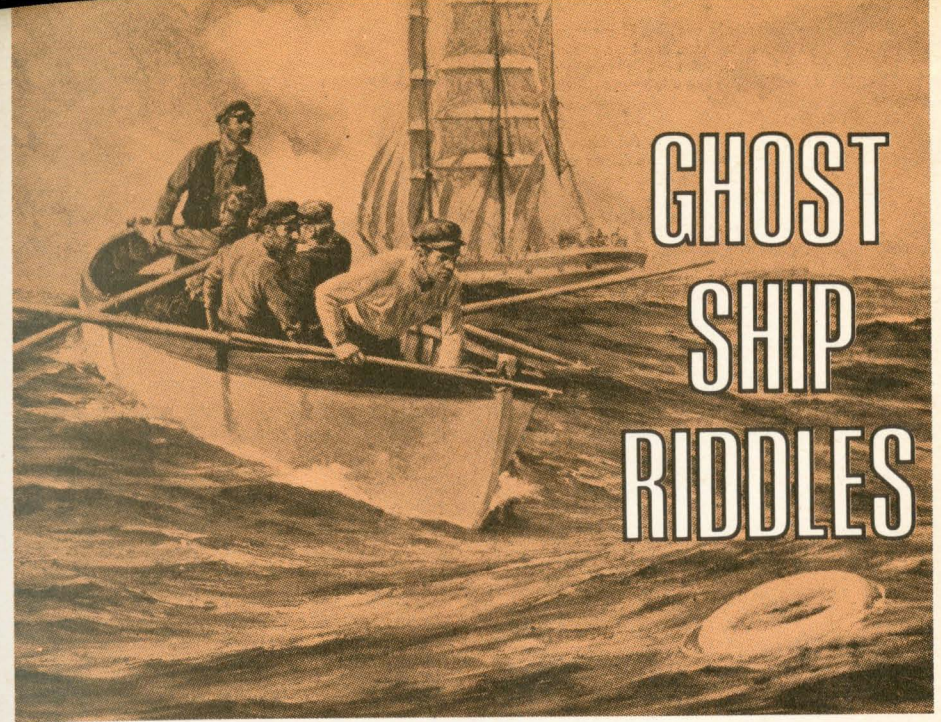
ever realized just how vast the New World was. This realization was left to the Portuguese.

In 1501, Amerigo Vespucci crossed the Atlantic and sailed down the east coast of Brazil, which had been discovered from the Pacific the year before. It was Amerigo who first recognized that the New World was a continent, not an island, and in the circumstances, it is, perhaps, appropriate that he, and not Columbus or the Vikings, gave America the name it now bears.

Evening courses on cultural and educational subjects were resumed in late September at the Institute. The courses are open to seamen and the public.

Subjects include languages, drawing and painting, ethics, business law, investments, real estate, music appreciation and oceanography. Active seamen do not pay registration fees.

Psychological testing under the direction of a member of the SCI clergy staff with graduate professional training in counselling is offered at no fee to seamen and their families and at a modest fee to the public.



by Alan P. Major

One of the most famous enigmas of the sea is that of the "Mary Celeste." A three-masted barque, she was built at Parrsborough, Nova Scotia, in 1861, and owned by a New York shipping company, J. H. Winchester.

On 7th November, 1872, she left New York bound for Genoa and on December 5th was found drifting 130 miles off the coast of Portugal by the barque *Dei Gratia*, which had also left New York, a few days later, bound for Gibraltar.

Since then many theories have been suggested and argument raged over what happened to the *Mary Celeste* and the fate that befell the crew, passengers, captain, his wife and daughter.

But there have been other though less famous seemingly inexplicable mysteries of the sea concerning ships.

In 1880, a fisherman standing on Easton's Beach, near Newport, Rhode Island, was not surprised when he saw a ship under full sail on the horizon, but as it got closer he became alarmed

when she showed no signs of changing course — set straight for the beach. The vessel, its canvas straining and hull grounding, ploughed up the sandy shore and came to a stop on an even keel.

She was recognized by her name as the *Seabird*, due to arrive that day in Newport from Honduras. No one appeared to answer their calls, so the fishermen climbed aboard. On the galley stove coffee still boiled. A table was laid for breakfast. The ship was in good order; instruments and charts showed a correct course, and there was nothing in the log to indicate anything amiss.

But there was also no trace of the crew or any clue to reveal where they had gone or why. The only living creature on board was a terrified mongrel dog.

Another strange sea riddle concerns the American clipper *Ellen Austin*, trading between New York and Liverpool. In the fall of 1881 she was 600 miles off the coast of Ireland when her lookout shouted "Schooner on the port

bow." The master of the *Ellen Austin* identified her as a large schooner under fore and main sails and jib. No answer came from the mystery schooner when she was hailed and there seemed to be no one on deck.

Fearing there might be sickness among the vessel's crew, the master sent his chief mate and four men to investigate. They returned to report she had probably been abandoned months previously; there was no one on board, no log, ship's papers and no means of identification, as even her name had been erased either deliberately or by weather and waves. She was fully provisioned with enough water to last several months and her valuable cargo of wine, figs and raisins was in good condition and untouched.

The *Ellen Austin's* master decided to try and salvage her. Volunteers were called for but the crew were wary of leaving their own ship. So the master offered a month's extra pay on top of salvage money. This overcame the men's superstitious fears and eventually a salvage crew took over the mystery ship. Next day a storm blew up that raged for several days. Both ships battled westwards until, when 300 miles off Sandy Hook, the weather calmed down and the master of the *Ellen Austin* hailed his prize. No answer came. Filled with fear, the mate and several crewmen rowed to it. Soon they were back on the *Ellen Austin*, badly shaken, to say that the salvage crew had vanished.

The master refused to believe them until he himself went and searched the ship from stern to bow. Another salvage crew was called for, but everyone refused until the master used threats and persuasion to get one together. The schooner's crew was ordered to keep it near the *Ellen Austin* and to hail if anything was wrong.

In the morning the schooner was not to be seen.

The *Ellen Austin* searched the area for several days but found no trace of

her. No reports were received of a mystery ship making port on either side of the Atlantic.

The remaining *Ellen Austin* crew were convinced the strange ship had been in the power of a supernatural being which had caused their crew mates to vanish, but no logical explanation was ever discovered.

Equally strange was the fate of a full-rigged ship met by the Hamburg

According to the recently published Lloyd's Register of Shipping annual casualty return, fifteen ships disappeared from the high seas last year without leaving a trace. No one knows what happened to them. Some are believed to have foundered. These "missing" ships figure among 337 shipping casualties last year.

Even with the advent of radar and other up-to-date navigational aids, the 832,803 tons of casualty shipping last year represents three times the tonnage lost nine years ago.

The countries which lost most ships are Greece, Hong Kong, Italy, Lebanon, Liberia and Panama; Britain was not amongst the 12 countries which suffered heavy losses.

The total of 146 wrecks was the highest tonnage lost since 1940.

The largest casualty was the Liberian oil tanker *Torrey Canyon* (61,263 tons) which ran aground off the Cornish (England) coast.

Perhaps the oddest wreck was that of the Swedish oil tanker *Caddy* (213 tons); built in 1855, she must have been one of the oldest ships in service.

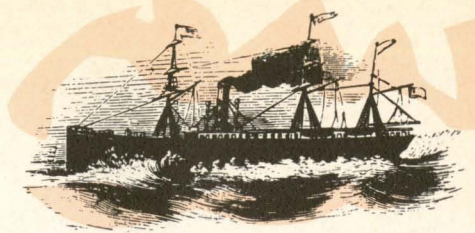
steamer *Pickhuben* in the Indian Ocean in September, 1894. As the vessel was approached, the master of the German ship read her name, *Abbey S. Hart*. On seeing no sign of life on deck, volunteers from the *Pickhuben* went aboard. Below decks they found the crew all dead in their cabins, except the captain who was alive but raving mad.

The *Abbey S. Hart* was towed to Table Bay, Cape of Good Hope, by the *Pickhuben*, but examination of the ill-

(Continued on page 14)

The Guendolen's Attack

by Maurice De Soissons



At dawn on August 13, 1914, the Nyasaland Administration's armed steamer *Guendolen* crept shorewards from the center of Lake Nyasa. She was off the coast of German East Africa, and her quarry was the German gunboat, *Hermann von Wissman*.

As she closed with the shore, *Guendolen's* commander could see that the reports were true. The *Hermann von Wissman* was beached and evidently undergoing repairs. The British ship's guns opened up, firing over the helpless German boat what were almost certainly the first shots fired in Africa during the 1914-18 war.

The circumstances leading up to the *Guendolen's* dawn attack were simple. The major portion of Lake Nyasa's waters and coastline formed part of the Nyasaland Protectorate (now Malawi). But most of the Lake's eastern shore belonged in the south to Mozambique, and in the north to German East Africa (now Tanzania).

Zomba, the Protectorate's administrative capital, lay in the Southern Province well to the south of the lake. The bulk of the population were also in the Southern Province, together with the Nyasaland Field Force which consisted of the Nyasa battalions of the newly formed King's African Rifles and volunteers from the Europeans living in the territory.

Command of the lake, which is 350 miles long and up to 50 miles wide, was vital to British interests. In those days roads were no more than tracks through the bush, and any offensive move by the Germans at the head of the lake could be countered only by the troops of the Nyasaland Field Force, moved by water.

At the outbreak of the war there were two armed vessels on the lake — the *Guendolen* and the *Hermann von Wissman*. In the official history of the war *Guendolen* is listed as 350 tons, capable of nine knots and armed with two six-pounders and one three-pounder gun. The German ship is given as 90 tons and no mention is made of her armament.

Old Nyasaland residents say that before hostilities, "relations between officers and crews of the two ships were extremely cordial." There were many social occasions and sports events involving British and Germans. The *Hermann von Wissman* used three harbors along the coast—Alt Langeburg, Wiedehaven and Sphinxhaven. The *Guendolen's* home port was Fort Johnston in the extreme south.

On August 4 when war between Germany and Great Britain was declared, the German ship was at Sphinxhaven, and the *Guendolen* lay at Fort Johnston. While Sphinxhaven consisted only of repair sheds and a group of African huts, with no telegraph, Fort Johnston was already a township with white-painted double-storey houses for European officials, a hospital and a club.

Unaccountably the war news travelled slowly even for the central Africa

(Continued on page 15)

by Edyth Harper

All sorts of animals are kept as mascots by ships' crews. Most lead a fairly uneventful life, but now and then drama strikes in a big way.

Northeast of Cape Bonavista, on the Newfoundland coast, a vast mass of ice imperilled shipping. The lookout in the crow's nest gazed around ready to report any clear water that might benefit his ship, the *S.S. Cyrus Field*. Suddenly he spotted something unusual. Two hundred yards away on the starboard side an animal of some sort was huddled on drifting ice. He could not tell if it was a seal but thought it was.

The officer of the watch looked at it through his binoculars. At first no one believed him when he reported that it was a dog. Rather grudgingly, for he was already behind schedule, the captain put about. As the *Cyrus Field* approached the ice-floe the dog was seen to be a Newfoundland. It was terrified and avoided all attempts at capturing it. In doing so it fell into the sea but clever maneuvering on the captain's part, forced the ice-floes together and the dog clambered out. A boat eventually brought him on deck where he was found to be nearly dead from exposure.

Good treatment soon restored him and "Berg", as they called the dog, travelled with them to Newfoundland where enquiries about him were made. It seemed that "Berg" was one of a team of sled dogs belonging to sealers. The team had been on a piece of ice that broke adrift. To save the furs, the sealers had cut the dogs' harness and were not able to rescue them. "Berg" was the only one ever found.

During the two wars, many canine mascots had adventures at sea. Fritz, a wire-haired terrier, was abandoned when his German ship was rammed by *H.M.S. Falmouth*. Luckily for him, he managed to keep afloat on some wooden



Canine Ship Wrecks

wreckage from which he was picked up by the British ship's crew. In poor shape and suffering as much from exposure as any human would do in the same circumstances, he was carefully looked after and eventually recovered to resume duty as mascot of the *Falmouth*.

Of course his name-disc "Fritz" was removed and from then on he answered to the name of "Old Bill". Fate seems to have singled this dog out for adventure for he was to be wounded three times as well as once again being shipwrecked when the *Falmouth* was torpedoed. Possibly he was only too glad to be retired to Plymouth barracks in his old age.

An even greater adventure happened to the mascot of *H.M.S. Stork*, called "Buster". He came aboard in mid-Atlantic where he was seen, a tiny puppy, huddled all alone on a float. Once safely aboard, with proper care, he developed into a useful member of the ship's company. He was a real character, with a firm dislike of ship's ladders, yet when action stations was sounded, Buster headed straight up the nearest ladder

(Continued on page 15)

THE SHIP THAT SOUGHT REVENGE

by James M. Powles

The fog hung like an opaque curtain around the British collier *Rumney* as she steered cautiously along the coast of northern France in March, 1884. Nervously pacing the bridge was her skipper, John Turner, an experienced man who knew all too well the dangers that could be lurking in the mist. He proceeded cautiously toward his destination. With siren blasting, the *Rumney* crept along, barely under way.

Not far from the *Rumney* another vessel, the French refrigerated ship *Frigorifique*, was also nudging through the fog on her way to Rouen. Like Captain Turner, the *Frigorifique's* captain was keeping a close watch over his ship. Captain Raoul Lambert was very proud of her, the first to carry refrigerator equipment, and wanted nothing to end her profitable eight-year career.

"Steady as she goes," Captain Lambert said to the helmsman as he strained his senses searching for some sign of possible danger.

But all of a sudden, Captain Lambert heard the ominous hiss of steel slicing through water and the pounding of engines. Looking to starboard, he saw the form of a ship bearing down upon his. Too late the helmsman turned the wheel hard to avoid a collision but the ship could not answer fast enough. The bow

of the other vessel—it was the *Rumney*—tore deeply into the *Frigorifique's* side with a shuddering impact.

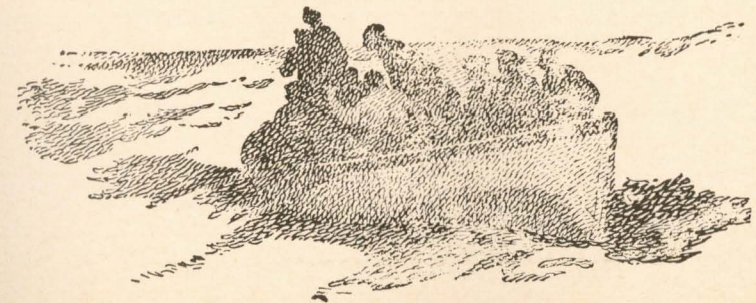
Convinced that his ship would not stay afloat for long, Captain Lambert ordered her abandoned. A lifeboat was put out and the eleven-man crew, none seriously injured by the collision, went aboard the *Rumney*, which fared the collision well.

Upon reaching the *Rumney*, Captain Lambert looked back to where he had left the *Frigorifique* but could not see her. He knew it could not have gone down so soon; he thought she probably had drifted into the fog to die unseen.

With the *Frigorifique's* crew safely aboard, the *Rumney* continued on course. The collier had gone almost two miles when Captain Turner saw a dark object breaking through the fog off to starboard. Captain Lambert joined Turner on the bridge as the object materialized into a ship—a ship heading directly toward the *Rumney's* midsection.

"That's the *Frigorifique*," someone shouted, a ship which should have been at the bottom of the sea.

The *Rumney* completed her turn just in time to avoid a collision and allow the *Frigorifique* to pass parallel to her. Captain Lambert watched his ship pass



and disappear into the fog from which she had come. When he had abandoned the *Frigorifique* she was listing badly and could not have lasted long, but he had just seen that same ship steam past on an even keel!

The *Rumney* had gone less than another mile when a warning cry was heard again from a lookout. A ship came charging out of the fog to starboard at the collier. Turner for a second time ordered the wheel turned hard as he recognized the attacking ship as the *Frigorifique*.

This time the *Rumney* was not so fortunate. The *Frigorifique* this time managed to ram her bow deeply into the *Rumney*. The stricken *Rumney* sank quickly but not before both crews were safely in lifeboats. The *Frigorifique* disappeared into the fog.

The lifeboats struck out for land but traveled less than a quarter of an hour when one of the men spied a shadowy hulk edging from the mist. The emerging ship was none other than the *Frigorifique*!

GHOST SHIP RIDDLES (Continued from page 10)

fated ship and her log only revealed that her last place of call had been Tanjung Piok, Java, for a cargo of sugar. The death of the crew has never been explained.

But even in these days of radio communication and air-sea rescue searches, strange fates can overcome ships which defy explanation. In 1948, the Dutch ship *Curang Medan* was found drifting helplessly. Her crew were still aboard but all dead at their posts.

Examination of them showed no symptoms of fatal illness, poisoning or unnatural death. There were no fumes, gas, or poisonous cargo, though a fire was raging in one hold. The boarding party left the stricken ship and soon afterwards an explosion

The *Frigorifique* slowly passed the shocked men and headed away. But the crews pulled hard at their oars and after a short haul, overtook her.

Turner and Lambert, along with a couple of volunteers, climbed aboard to investigate. To their surprise the water had not climbed above the boilers and the inflowing water had managed to flood the bulkheads in such a way as to correct the list and keep the ship on an even keel.

The ship's wheel was found lashed to starboard; the helmsman had tied it down when he found it hard to control after the collision. This had allowed the *Frigorifique* to make a series of circles, each one of which crossed the *Rumney's* path. And in the haste to abandon the ship, the engines had never been shut down.

However, shortly after the boarding party had completed its investigation, the *Frigorifique* sank. Although there were seemingly valid answers as to how the *Frigorifique* was able to sink the *Rumney*, was it not really for revenge?

caused her to sink.

In 1953, the motor vessel *Holchu's* was found drifting in the Indian Ocean, south of the Nicobar Islands, between Singapore and Colombo, by the British troopship *Empire Windrush*.

The *Holchu's* mast was broken but everything else was undamaged. There was plenty of food, water and fuel on board and the ship was in running order, but the crew of five were missing.

These are but some of the strange occurrences of ghost and crewless ships being seen and boarded. Seamen have argued and theorized over what may have been the most likely cause of their fate. Any landlubber is entitled to his conjectures, too.

CANINE SHIP-WRECKS (Continued from page 12)

to the damage-control position which he obviously considered was under his command. He even guarded U-boat prisoners when told to do so and appeared to relish the job.

Bull-dogs naturally make good naval mascots. *H.M.S. Iron Duke* was "owned" by a bulldog bitch called Peggy who had a keen sense of fun. She had one trick she particularly enjoyed, hurling herself at some unfortunate member of the crew as it exercised to

music from the band early in the morning. Of course the sailor fell down, whereupon Peggy waddled back to her vantage point until she felt called upon to join in again.

Ships' mascots are usually in the care of the ship's cook, officially, but in theory they have the run of the ship and are often far happier than many of their companions ashore. They certainly have their share of any drama of the seas.

THE GUENDOLEN'S ATTACK (Continued from page 11)

of those days. It was not until August 13 that the *Guendolen*, captained by Commander E. L. Rhoades, R. N. R., and with a detachment of King's African Rifles aboard, made her dawn attack at Sphinxhaven.

Her warning shots woke the German crew to action of an unwarlike but understandable kind considering the "cordial relations." The same Nyasaland residents say that the German commander dressed in his pajamas was rowed out from the shore angrily gesticulating and demanding to know whether the *Guendolen's* captain had gone mad. He and his engineers were made prisoner and the *Herman von Wissman* disabled by removal of parts of her engine.

The *Guendolen's* action was timely. The Germans attacked Karonga in the far north of Nyasaland on September 9, and were beaten off and badly mauled by troops of the K. A. R. brought up from the south in boats belonging to the African Lakes Mission and the Administration. By April, 1915, the border between Nyasaland and German East Africa was fully defended. In May came rumors that the Germans were busy repairing the *Hermann von Wissman*.



On May 20 the *Guendolen* again set sail for Sphinxhaven, this time in company with the *Chauncey Maples*, a Universities Mission steamer of 320 tons. Troops of the K. A. R. were on both vessels. Nine days later the *Guendolen's* guns gave support to the K. A. R. landing parties which routed the German engineers. The ship was finally disabled by blowing two holes in her hull and wrecking boilers and propellers.

The *Herman von Wissman* lay where she was for the rest of the war, while *Guendolen* was active as troop carrier and gunboat, especially so after the Germans had capitulated in South-West Africa, and Britain's Empire forces moved into the long-drawn-out offensive against the enemy in German East Africa.

Address Correction Requested



RETURN OF THE SEA GULL

Scavengers are prohibited from this stretch of land
that engulfs cleanliness
sprouting from outdoor showers of sea-thrown mist.

Over-grown field grass sways
in the breeze
as if a giant finger rubbed its velvet surface.
Wild flowers bloom
wildly
with a passion unknown and recently corrupted
in menacing city parks.
Pine cones sit
on the edge of their branches
almost too heavy
for their outstretched arms.
Then, like the thunderous clap
of a fulfilled audience,
the ocean makes its pressing appearance
listening to no one and no thing
in its multi-talented performance
of scenic and scare-riding beauty.

One musn't forget
the prehistoric crust of earth —
Sand,
and on it lie clams,
opened,
half-opened,
cracked,
sun-dried snails,
mussels,
dug-up sand crabs —
dug by the city boy
out on a holiday discovery,
looking for awareness of self
and the lonesome, vulturous
return of the sea-gull.

by Jack Donahue