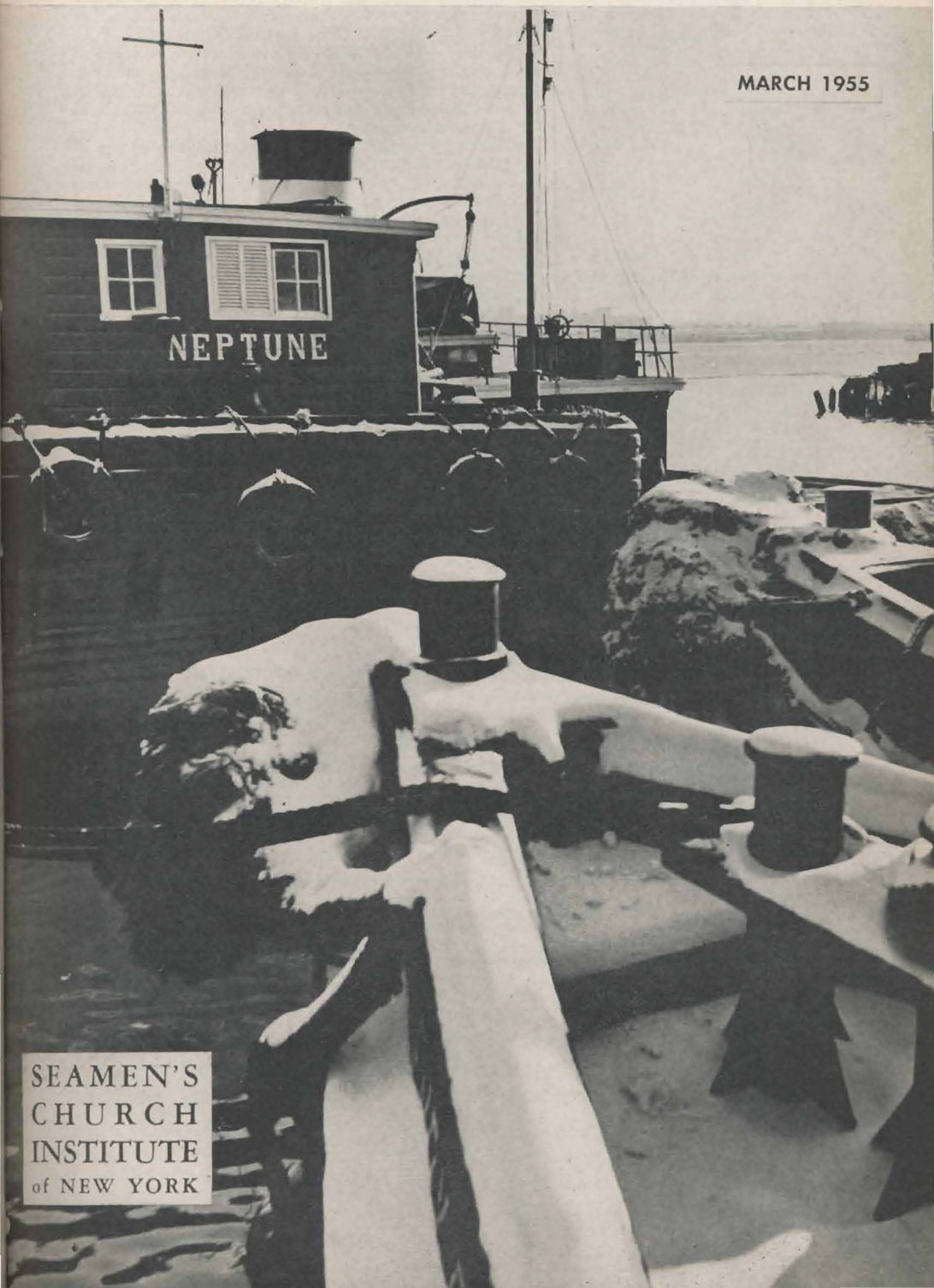


The LOOKOUT

MARCH 1955



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

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MARCH, 1955

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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Women at Sea

A woman's place,
say these lady sea-
farers, is on a ship!



Merchant seawomen at work — Assistant Pursers Claire O'Brien and Margaret Miles of Cunard's M.V. *Brittanic*.

SPRING fever may be just around the corner, but as far as American women and the major United States steamship companies go, it's already here. The personnel office at the United States Lines alone estimates that from now on, from early spring until the beginning of summer, they will receive approximately 15 letters, 10 phone calls and two or three personal visits each day from women in search of that wonderful, elusive chance — to go to sea.

This year at least 3,000 women, ranging from 18-year-old high-schoolers to matrons well past 50, will write, phone or pound on the New York doors of the major U. S. steamship companies which employ women. Most of the 3,000 are going to be disappointed, for less than a fraction of one percent (according to Coast Guard estimates) of the jobs on ships go to women. But the small group of lady seafarers who do make the grade are pretty much unanimous in agreeing that their jobs, once secured, are the most exciting

ones they could hope for on either side of the ocean or, for that matter, anywhere in between.

How does an American woman get a job on a ship? First of all, she must be serious about seafaring as a career. The very first of the 3,000 applicants to be weeded out are the high school and college girls who want to go to Paris this summer and will do "just about anything" to work their way across the ocean. Before World War II a number of girls did work their passage to Europe, but since seafaring has become a unionized occupation, this type of job is practically extinct.

The first step for the American woman who wants a permanent sea-going job is to become affiliated with one of the seamen's unions, which fill most of the female crew jobs on United States flag ships. In some cases a woman may be hired by a special shop which has a concession aboard the ship, and occasionally, directly by the shipping company.

What kind of work do women do on

THE COVER: With record freezes on the Hudson, Neptune spent more time in cold storage in New York harbor this winter than he has for many years. See page five.

ships? Nautical matters are usually left strictly to the men. Of course Russia has had her able-bodied seamen for some time and in the progressive Scandinavian countries women are occasionally employed as radio operators. (The Swedish-American line freighter *Labolm* boasts a 28-year-old Swedish beauty, Ylwa Marianne Tornwall, as its favorite wireless operator.) In most countries though, women merchant sailors find their forte on passenger ships, where large groups of people are usually in a happy, semi-confused state of transit. "We work because there is people," Janine Mothe, a pretty young beautician on the *Ile de France* put it. Where there are passengers on a ship, women crew members work with them — as stewardesses, nurses, children's attendants, waitresses (on one American line), assistant pursers, social directors, salesgirls, beauticians, physiotherapists, telephone operators and even florists.

This desire to work with people is, for most women, the strongest appeal of going to sea. Romance, travel, the wish to see strange and exotic places is, surprisingly enough, secondary. A regular transatlantic passenger service between New York and Europe soon becomes a routine shuttle ride for crew members, and they have little free time in foreign ports for sightseeing. The great thrill comes always from the life of the ship itself — from people. Asked "Why do you go to sea?" most women respond immediately, "I love people." And then they add, "And I want to see the world."

Clara Maria Beck has had an unusual and rewarding career working with people at sea. Now a stewardess in the luxurious first-class of the *United States*, Miss Beck recalls the memorable years after World War II when she worked on some slightly more crowded ships. In 1946 and 1947 she cared for women and small children on the *John Erikson*, a U. S. Lines ship which, under Army supervision, transported war brides from England to the United States. Then came service on the *Ernie Pyle*, which carried Displaced Persons from Gdynia, Poland and Bremerhaven, Germany to New York. Miss Beck

was in charge of the children's surgical ward on the *Ernie Pyle*, and a few days after she had shipped out on her first crossing was amazed to find that almost all the children on the ship had camped in her section. There was no obvious reason why they should be there, and since she couldn't speak Polish and they couldn't speak English, she couldn't find out. A Polish-speaking American woman finally solved the mystery. The other youngsters had learned that Miss Beck was in the habit of giving her special charges apples — a fruit they had never seen before. So they all decided to move in with "the sister who gives out the apples."

Miss Beck doesn't give out any apples on the *United States* (except sometimes to passengers who are feeling a bit queasy in the stomach), but she is an expert at whipping up a baby's formula, or tending to any of the special needs of the women and children in 26 staterooms. Miss Beck, who has been going to sea for 21 years, worked on the *S.S. America* until she was chosen as part of the hand-picked crew for the maiden voyage of the *United States* in 1952.

Mildred Barber, also of the *United States*, works with people too, but in a slightly different way. As the attendant of the *States'* first-class novelty shop, Mildred hob-nobs with more celebrities in an hour than most salesgirls do in a year. A few of her recent customers have been Jackie Gleason who bought a fancy plaid hat, Christine Jorgenson who purchased film (not French perfume, one of the specialties of the shop), the Dutchess of Windsor who wanted an olive-green Pringle cashmere like Mildred's, Hope Hampton who bought costume jewelry for her friends and the Maharajah of Baroda who bought men's cologne. Then there was Marlon Brando, whom Miss Barber was surprised to find looking not at all like a working longshoreman but rather more like a conservative businessman. "He was very nice," Miss Barber smiled, "but he didn't buy anything. Just came in and played the punch board." The winner of the punchboard game gets free merchandise in the shop.

It took Mildred, who used to be a hotel hostess, about two years to line up a sea-going job. She had originally planned to ship as a stewardess and went first to Coast Guard headquarters in New York for seamen's papers. "Get a job first," they told her. So she went to shipping companies. "Go to the Coast Guard and get seamen's papers," they said. Nobody bothered telling her about the union. After some frantic inquiries to her congressman things finally got straightened out and eight months ago Mildred found herself with one of the choice women's jobs on the *United States*.

Since Mildred works for a private concession, Sea Shops, she is not considered a crew member and does not belong to a union. She and the two other shop attendants live in passenger staterooms and eat in the cabin-class dining room, although they are not allowed to fraternize with passengers. There's no worry about what to do with spare time, though — there isn't any! Mildred opens her shop at 10 a.m. and closes it at 10 p.m., with only a few hours off during the day. The work is strenuous, but Mildred loves it, is sure she has "the greatest job in the world." She works strictly on commission (her salary from U. S. Lines is .01 per month which is never collected), and since Sea Shops imports goods from five European countries and sells them at European-or-below prices, sales are high. On the west-bound crossing business triples, because so many people have forgotten to buy in Europe all the presents they need.

Charles Lockridge, who owns Sea Shops, estimates that he receives an average of about 600 applications per year for the five available positions (he has three shops on the *United States*, two on the *America*) in Sea Shops. The type of girl we want, he says, should be unmarried and have no close personal ties. She should be physically strong since the work is hard. And she should have some kind of background of working with people. By the way, if you're thinking of applying for one of these positions, don't. Lockridge already has enough applicants on hand to last for at least the next thousand crossings of

the *United States*.

"The greatest thrill of our work is meeting people — other crew members as well as passengers," Isabel Crisp and Joan Wilkins, assistant pursers on the *Queen Mary*, said. These two young officers in the British Merchant Navy, like the girls on the *United States*, were enthusiastic about the opportunities their jobs give them for working with people. For Joan Wilkins, the high point of her sea-going career came a couple of trips back when she did some private secretarial work for the Queen Mother. Isabel Crisp, who has been on the Q.M. (as it is known to Cunarders) for less than a year, loves her job because "the duties are so elastic." As two of the Q.M.'s eight assistant pursers, the girls help passengers with landing documents, work in the ship's travel bureau, assist the passengers with all sorts of problems. They do everything that a male purser does on most ships, but they have no part in arranging social events for passengers.

Another woman who makes a career

Maureen Mulvey, purserette on Moore-McCormack's *S.S. Brazil* gets ready to sail.



of working with people at sea is Evelyn MacQuarrie, social hostess on the *Ile de France's* winter cruises. Evelyn is an American, and her type of position — working on a cruise staff — is, as far as we know, the only exception to the rule that American women are usually not employed on ships of other countries. Evelyn was social hostess on the Greek Line's *Olympia* last year and on Cunard's *Caronia* before that.

As one of the two social hostesses of the *Ile's* popular West Indian cruises, Evelyn's job is to make sure that everyone has a wonderful time. This involves everything from seeing that Miss Jones meets the good-looking young man at the third-table-from-the-left, to giving a lecture on shopping in Cuba, to listening to the troubles of the chronic complainer who's come on this cruise to "get away from it all." Her work requires a very special kind of know-how, and what she calls "kindness, sympathy and an immense liking for people. You give of yourself every minute," she says, "and you love it."

Women who work on cruise ships get much more of a chance to "see the world" than do those on the regular transatlantic runs. The frequent stops at foreign ports are an important attraction of their jobs. Maureen Mulvey, who worked in the Accounting Department of Moore-McCormack Lines for 11 years, found that just corresponding with exotic ports wasn't enough, and this year she took a job on the *S.S. Brazil* as a purserette, or cashier. Her one-word reaction to her new job which takes her to romantic ports of call on South America's East Coast — "Wonderful."

Another woman who decided to go to sea after many years of service in another field is Violet B. Williams who for 30 years worked with the New York Telephone Company. Mrs. Williams has been a volunteer hostess at the Seamen's Church Institute of New York for the past 10 years, and the more she talked to seafaring men, the stronger her own desire to go to sea became. Two months ago she shipped out as telephone operator on the American Export Lines *Constitution* — and from her enthusiastic letters back to

the Institute it seems she'll have a few stories of her own to swap with the boys when she gets back.

For the enterprising business woman, there is even a place for a shop of her own on board ship. Suzy Bouquet is *la fleuriste* of the *Ile de France*, and business is blossoming. Suzy used to be a florist in Paris, went to sea because she "likes to see something change" and on board ship she is free to do what she wants. An energetic worker, Mlle. Bouquet (whose name is her trademark), pays the French Line for the privilege of running her business on the *Ile* and is not considered a crew member. Suzy claims that most people do not realize that there is a florist aboard ship. Should a gentleman want to send a lady flowers on a cruise, Suzy says, there's no need to send a stateroom-full on sailing day. All he need do is place his order ahead of time through the French Line's catering department and Suzy will be happy to send the lady of his choice a remembrance every day of the trip.

Suzy Bouquet and the other women we met who make a career of seafaring are a diverse group of people with diverse interests, but they all have two things in common — a love of people and a desire to be always on the move. They are under no illusions about the disadvantages of seafaring as a profession for women — the lack of social life, the confining aspects of the ship, the long hard work, the limited jobs they can do — but they don't seem to mind. The compensation of new faces and new places, good wages, the fact that they are doing their jobs in an ever-changing environment—these things keep them going to sea for years at a time. Merchant seamen may not agree, but there is probably a germ of truth in what Denise Dujardin of the *Ile de France* says for herself and her sea-going sisters: "We do not sail for the same reasons men do. Men sail because it is a way to make a living. For women it is something different. We mix it with a life of seeing new places, of getting away from the things that are trite and usual."

— FAYE HAMMEL



The Coast Guard Cutter *Sassafras*, accompanied by helicopters, approaches ice fields in the Hudson River.

The Deep Freeze



"SEVERAL vessels ice-bound and in need of assistance," wired the Coast Guard helicopter to the cutter *Sassafras* as they moved up the Hudson to rescue vessels held captive (some of them frozen tight) in the ice-choked channels of the river. February's freezing weather sent the Coast Guard to the area north of Tarrytown to open up navigation in the Hudson, frozen solidly from bank to bank for the first time in 37 years.

As the *Sassafras* smashed and cut through the thick winter ice, it cleared the upper Hudson channels for navigation, but it also pushed the ice down the river toward New York harbor. The New York Weather Bureau believes that the cakes of floating ice which jammed harbor traffic were caused more by the ice-breaking cutters than by the mid-February thaw that followed the cold wave.

Looking like a visitor from outer space, a Coast Guardsman on the *Sassafras* surveys the ice-clogged river.

The Work of Ships

CHAMPAGNE YEAR

1954 was a big year for champagne, speeches and traditional ship-launching ceremonies — the best, in fact, since 1900. According to *Lloyd's Register of Shipping*, launchings totaled 1,233 ships of 5,252,631 gross tons, or 156,581 tons and ninety ships more than the 1953 record. The report included all ship launchings of more than 100 tons, excluding Iron Curtain countries where, as usual, no such statistics were available.

THE AWFUL TRUTH

New members of the House Merchant Marine Committee expressed considerable surprise last month when they learned from Maritime Administrator Louis S. Rothschild that the United States ranked a lowly 12th among the shipbuilding countries of the world.

In the first of a series of orientation hearings held to acquaint new members of the Committee with marine matters over which they have jurisdiction, Mr. Rothschild told the legislators that the United States has neither the cargo ships nor shipbuilding facilities to meet mobilization needs. At present there are only 6,000 workers employed in the nation's shipyards. The minimum number of shipyard workers who should be employed during peacetime, Mr. Rothschild stated, is 36,000 — a figure which would be expanded to 432,000 in the event of war.

The legislators asked Mr. Rothschild to furnish them with a statistical analysis as to why the United States is lagging so far behind other nations in the shipbuilding industry.

The same week, the American Merchant Marine Institute announced that the American privately owned ocean-going merchant fleet continued to sink statistically at the rate of approximately one ship every other day for the month of January.

TV AT SEA

Television seems to be inundating ships as well as dry land. In Britain, shipowners have just been offered television at sea by Pye Marine Ltd. After comprehensive sea trials around Britain's coast in the experimental ship *Pye Dolphin*, the company now offers the British shippers "television both at sea and in harbor and even when ships are in dock." In addition, a ship's existing Pye 13 channel tunable receiver will be able to receive any new B.B.C. or commercial transmitters that are brought into operation in the future.

ECONOMIZER

A new propeller device which increases speed and saves fuel has now been installed on two ships in American shipyards. The Costa Propulsion Bulb, a tear-shaped metal appendage for a ship's rudder, was fitted on the China Merchants Steam Navigation Company cargo ship *Hai Chang* a few weeks ago at a Portland, Oregon shipyard.

A spokesman for the Chinese company here stated that the bulb had been tested since last March on the *Hai Sin* in an East Coast shipyard. The *Hai Sin* now saves three days and 75 tons of fuel on

transpacific voyages, while gaining .26 knots in speed.

The Costa Bulb fills the area behind the ship's revolving propeller and eliminates the vortex of air and water usually caused by the rotation of the propeller. Thus the propeller gets more bite and the rudder becomes more effective because it has more push in the water. The bulb can be installed in a matter of hours.

REVIVAL

Israel's newest ship, the Zim-Israel Navigation Company's freighter *Dagan*, received a traditional New York harbor welcome as she arrived here in late January on her maiden voyage. Guiding her into port was Captain Joseph Golandsky, the first seaman to receive a master's license from a Jewish government in some 2,000 years.

Captain Golandsky, who became Israel's No. 1 skipper in 1948 (since then about 35 master's licenses have been issued by the new state of Israel), told a New York Times reporter that seafaring is gaining in stature as a career for Israeli youth. The ancient Hebrew seafaring tradition, interrupted for centuries, is being actively revived, he pointed out. Until after World War II, Palestinian seamen even had to borrow foreign languages for shipping terms, because there was hardly any Hebrew seafaring vocabulary. Today linguists are working with Hebrew seamen to devise shipping terms of their own. Words such as masts, hulls and cabins are to be found in the Bible and the Talmud, Captain Golandsky said. Until the new vocabulary is developed, however, he commands the crew of the *Dagan* in both Hebrew and English.

MARILYN SUNK

It seems that seamen prefer brains to beauty, after all. At least that's the general feeling among the crew of Her Majesty's submarine *Scythian*. The British seamen recently agreed to depose their favorite pin-up picture of Marilyn Monroe in favor of one of Mrs. Bessie Braddock, who is not the pin-up type at all, but a hard-working Laborite member of Parliament from Liverpool. Mrs. Braddock has been chosen by the men as their "Heart Throb of 1955."

Mrs. Braddock is known affectionately as "Battling Bessie" because of the frequent verbal hassles she engages in on the floor of the Commons. Her vital statistics are not known, but she seems to be a bit heavier than Miss Monroe, weighing in at somewhere over 200 pounds.

In response to the crew's request, Mrs. Braddock sent the submariners seven autographed photos, one of which will hang in the place formerly set aside for Marilyn.

MIXING IT

The Navy's Military Sea Transportation Service, which charters some pretty heavy vessels, has disclosed that a mere slip of a ship has joined its ranks.

A two-masted ketch, the *Alpha* became the first sailing ship to be chartered by the agency when it was taken for a two-month secret Air Force research project in the Caribbean.

The 80-foot ketch was sailed by Captain Louis Kennedy, his wife and a six-man crew, with the aid of an auxiliary Diesel engine for emergency use. The *Alpha* is a veteran of oceanic research voyages for Columbia University.

Chief Officer Arnt Jorgensen of the S.S. *Pioneer Tide* shows where the Institute's messages in bottles will be thrown overboard in the Pacific.



Bottles Away!

Neptune's Postman May Never Knock — But When a Man's Hungry . . .

WHEN a letter can be tossed into the ocean from a ship off the Florida coast on a Saturday afternoon and be delivered in New York the following Tuesday morning, just three days later, there is something to be said for the power of postage — or luck, or what have you. This was the reaction of Mrs. Gladys Kadish last month as she answered such a letter received by the Institute's Personal Service Bureau.

The letter originated on board a small power barge that was cruising off Florida bound for Galveston, Texas, when one of the crew members, standing on deck in weather that had chilled the resort beaches clear of swimmers, got a yen for "an old nautical dish called lobscouse." With visions of lobscouse dancing in his head, Seaman Albert G. Bruck penned a quick letter to Mrs. Kadish at the Seamen's Church Institute, asking her if she could locate the recipe for the dish and forward it to him at his next port of call. He put the letter in a watertight can and tossed it overboard "in hopes it will be picked up and mailed." Bruck's letter was consigned to the waves Saturday afternoon, February 12 and it reached Mrs. Kadish Tuesday morning, February 15, bearing a Fort Lauderdale postmark dated 2:30 P.M. February 14.

With help from Elizabeth Colman at the Institute's Conrad Library, the following lobscouse recipe was soon forwarded:

LOBSCOUSE — BEEF AND VEGETABLE POT HASH

2 lbs. boned beef
1/2 lb. salt pork
2 lbs. potatoes
1 onion
pepper and salt to taste

Cube meat, do not mince, cover and boil for two hours. Then simmer for 20 minutes until all water is absorbed. Add potatoes and onion. Serves six people.

The mail-delivering abilities of both the Pacific and the Atlantic are presently being more fully tested by the Institute, with hundreds of "messages" being dropped at the midway point of both oceans by cooperating steamship captains. These bottles are being launched for visitors to the Institute's ship model exhibition held during February at the Jersey Coast Boat Show. Captain Anderson of the S.S. *United States* was armed with 426 missives for the deep when his ship sailed March 8th. Captain MacPherson of the U. S. Lines American Pioneer Service carried 20 to mid-Pacific on the S.S. *Pioneer Tide*.

The bottles, provided by the Foster-Forbes Glass Company, are sea-proof containers able to withstand years of tossing and tumbling in the seas. Seascapes by marine artist Linwood Borum will be given to both the sender and the finder of the first bottle returned to the Seamen's Church Institute.

The oceans circulate and intermingle in a world of their own, making it very difficult to predict just what a sea-bottle's journey will be. For example, in 1928 ten bottles were cast overboard from a merchant vessel near the Equator and St. Paul's Rocks in the Atlantic. After a drift of 130 days the first one washed ashore on the west coast of Africa, while another reached Nicaragua in Central America after 196 days. Eight were never found. But the question is, why did one go east and the other west?

Plainly, messages in bottles are not the most reliable means of communication, but desperate persons have long used the device. In 1951 an amber-colored pill bottle drifted ashore on North Carolina's wind-swept outerbanks. It held a note reading, "This is the end. We're in the middle of nowhere. Lost compass. God help us and good-bye to our loved ones." It was signed "Thomas Gowan, Electrician's Mate 2nd Class," and was dated July 16, 1942.

A boatman's discovery of a vital political secret contained in a bottle message picked up on the Beach at Dover, England, prompted Queen Elizabeth in 1560 to appoint an official Uncorker of Bottles in an effort to prevent future security leaks.

A six ounce bottle brought more than its measure of international good will in an incident reported by a lady who stopped at the Institute's booth at the Jersey Coast Boat Show to mail a bottle in the mid-Pacific. She and her husband had thrown a bottle message into the sea one honeymoon night during a cruise to the Bahamas. It was found on the coast of Spain by a family they have corresponded with these many years since.

In 1950 when the Institute launched several hundred bottles as part of a fund-raising drive, Mary Martin sponsored one

for the South Pacific (where else?) and her bottle was one of the 12% eventually recovered. The Navy, which has used floating objects to chart ocean drifts reports a return of only about 2%. This latter figure corresponds roughly with the return Ships & the Sea has had on 336 Blatz beer bottles tossed overboard in 1951 by 28 skippers of the globe-spanning Isthmian Line.

Every so often a message in a bottle turns out to be a romantic and mysterious hoax. This was the case with a message found on the beach at Westhampton, Long Island in 1952 and turned over to the Seamen's Church Institute for deciphering of its strange and faded writing, which proved to be Norwegian. The message, anything but a calligraph, seemed to suggest the harried moments of disaster, but when fully deciphered it was a thumping farce. The captain of a garbage scow had plopped it over the side off Sandy Hook, "Yust for the divil of it." He had written in his native Norwegian because he figured the message would never be found anyway. In short, he hadn't quite entered into the spirit of the thing.



Navigation Officer Richard W. Ridington demonstrates a suitable grip for dispatching sea bottles from the lofty decks of the S.S. *United States*.

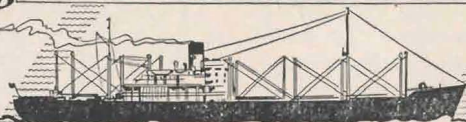
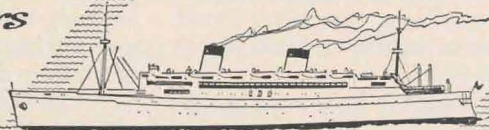
YOUR MERCHANT MARINE

25 FREE TRIPS

for American
High School Students
on American Ships



to winners
of
Propeller
Club



Older
Type Cargo



ESSAY CONTEST

Subject:

AMERICAN SHIPS
- for TRADE, TRAVEL
and DEFENSE



(Closes March 31, 1955)

Contact your local PROPELLER CLUB or write
PROPELLER CLUB of the U.S., - 17 Battery Place, N.Y.



Navy men sail replicas of ancient ships — the Ark (left) and the Dove.

Vessels of Vintage

MANNED by a rakish-looking crew of plumed-hatted, caped and booted sailors, two square-rigged ships sailed out of the 17th century and into the busy waters of Solomons Harbor in Maryland not long ago. They were replicas of the *Ark* and the *Dove*, which in 1634 brought the first settlers to what is now the state of Maryland.

The square-rigged ships were sailed daily during Maryland's week-long Calvert County Tercentenary held last fall. The man responsible for them is retired Navy Commander Carl M. J. von Zielinski, who has been working with replicas of the famous wooden ships in American history for some 20 years. The *Ark* and the *Dove* are respectively, the 15th and 16th square-rigged ships he has designed and had built.

Commander von Zielinski not only designs the ships and supervises their build-

ing, but gets out and sails them as well. He and a volunteer crew of Navy men from the Naval Ordnance Laboratory at Solomons, Md., had to learn some centuries-old methods of handling the square-rigged sails in order to maneuver the *Ark* and the *Dove*. A special problem was the topmast spiritsail on the *Ark*. This is a small square sail hoisted on the topmast at the end of the bowsprit, a type of sail which has not been in use for the last two hundred years. "We found this a very effective sail while tacking," von Zielinski reports, "but difficult to manage and requiring much gear. This is probably the reason this sail was discarded over two hundred years ago and replaced by the present day jib."

Next on von Zielinski's ship-building agenda: replicas of the ships which brought the first colonists from England to found the settlement at Jamestown.

Book Watch



THE CAPTAIN LEAVES HIS SHIP

Jan Cwiklinski

Doubleday & Company, Inc., New York, \$5.00

For some years after World War II, the Polish liner *Batory* was one of the gayest ships on the North Atlantic passenger route. A frequent caller at the Port of New York, she had earned a reputation as a friendly ship whose food, service and entertainment were top-notch. But as Communism grew in Poland, the *Batory* became more and more unpopular in America. Gerhart Eisler escaped on the *Batory*; Valentin Gubitchev was deported on it. The *Batory* became known as "the Communist ship" and her trips to New York ended.

Not long after that, in June of 1953, the captain of the *Batory* jumped ship in England. He had watched Communism quietly but unremittably take control of his ship. He had watched the network of espionage and secrecy tighten a little more with each voyage. As it tightened, men deserted the ship each time it touched land and new Communists were put on to replace them. Although nominally still the master of the vessel, Cwiklinski had to take orders from the "cultural officer" and the "assistant captain." With his wife and children back in Poland as hostages to his good conduct, he could do nothing but obey. "I was no more the commander of the *Batory*," he writes, "than a chauffeur is in command of an automobile when his employer is riding in the back seat." Eventually, there was no choice for him but to escape.

Cwiklinski's book is one more in the "I escaped to freedom" series, but it is well written and often exciting. Its larger

significance lies in the fact that the *Batory* was a microcosm of what happened to Poland and the rest of the countries that became "communized." As a study of Communist infiltration at work, it is well worth reading.

LONELY VOYAGERS

Jean Merrien

G. P. Putnam's Son, New York, \$4.00

The tales of the men who cross the oceans in the great ships have been told time and again. French yachtsman-author Jean Merrien's *Lonely Voyagers* is something new — the stories of those who cross the ocean in boats — small boats — alone.

Here are the adventures of Joshua Slocum, who completed the first solitary circumnavigation of the globe and did not even know how to swim; of Frederick Carlin who crossed the high seas via amphibious jeep; of Alain Bombard, the French doctor, who sailed on a tiny rubber dinghy, with no stores of food or water, to make good his claim that man can survive solely on the nutriments of the sea; of Erling Tambs, the Norwegian, whose wife accompanied him and gave birth to two children in the course of the trip (an exception to the rule that most ocean-going boatsmen prefer the solitude of the sea to constant company at close quarters); and many more.

A lively collection of tales for the general reader, and some valuable technical information for the yachtsman and sailor.

OLD SAILOR

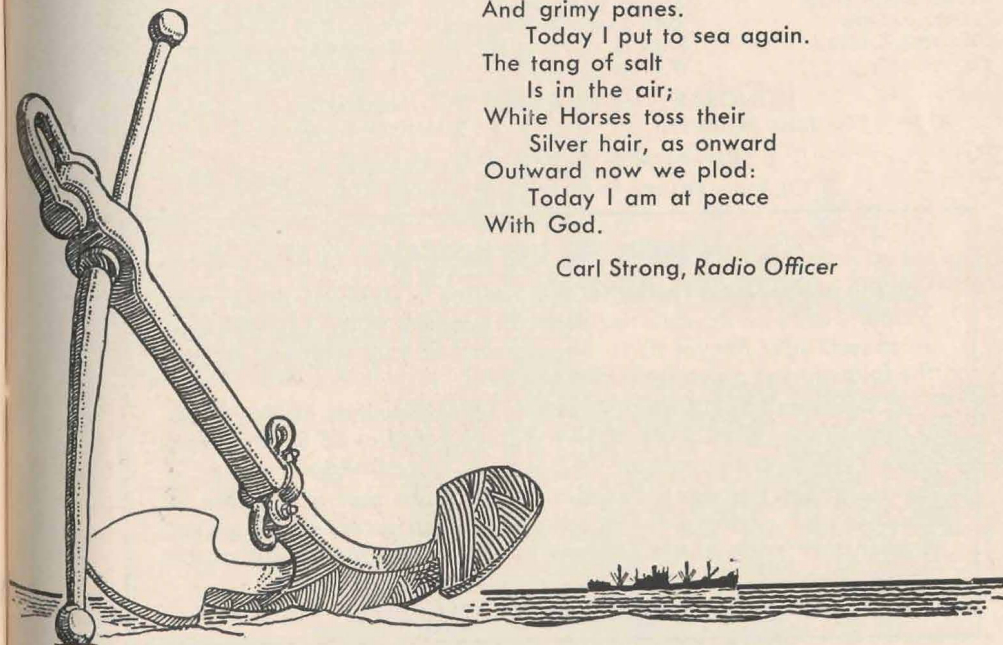
The doctors said he couldn't last —
His heart was almost gone —
But day by day and week by week
The old man lingered on.
Each morning found him at the beach —
The villagers kept track;
He hobbled down at sunrise
And at dusk he hobbled back.
He knew that all of his old friends
Would be close on his heels in death
For even now the best of them
Were shortening in breath.
Yet how could any seaman die
Without a guarantee:
That where men go soft winds would blow
An old ship and a sea!

Iva Poston

GONE TO SEA

The land long since
Has dropped away.
With it goes the stench
Of clay and dirty streets
And grimy panes.
Today I put to sea again.
The tang of salt
Is in the air;
White Horses toss their
Silver hair, as onward
Outward now we plod:
Today I am at peace
With God.

Carl Strong, Radio Officer



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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 ofDollars."

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.