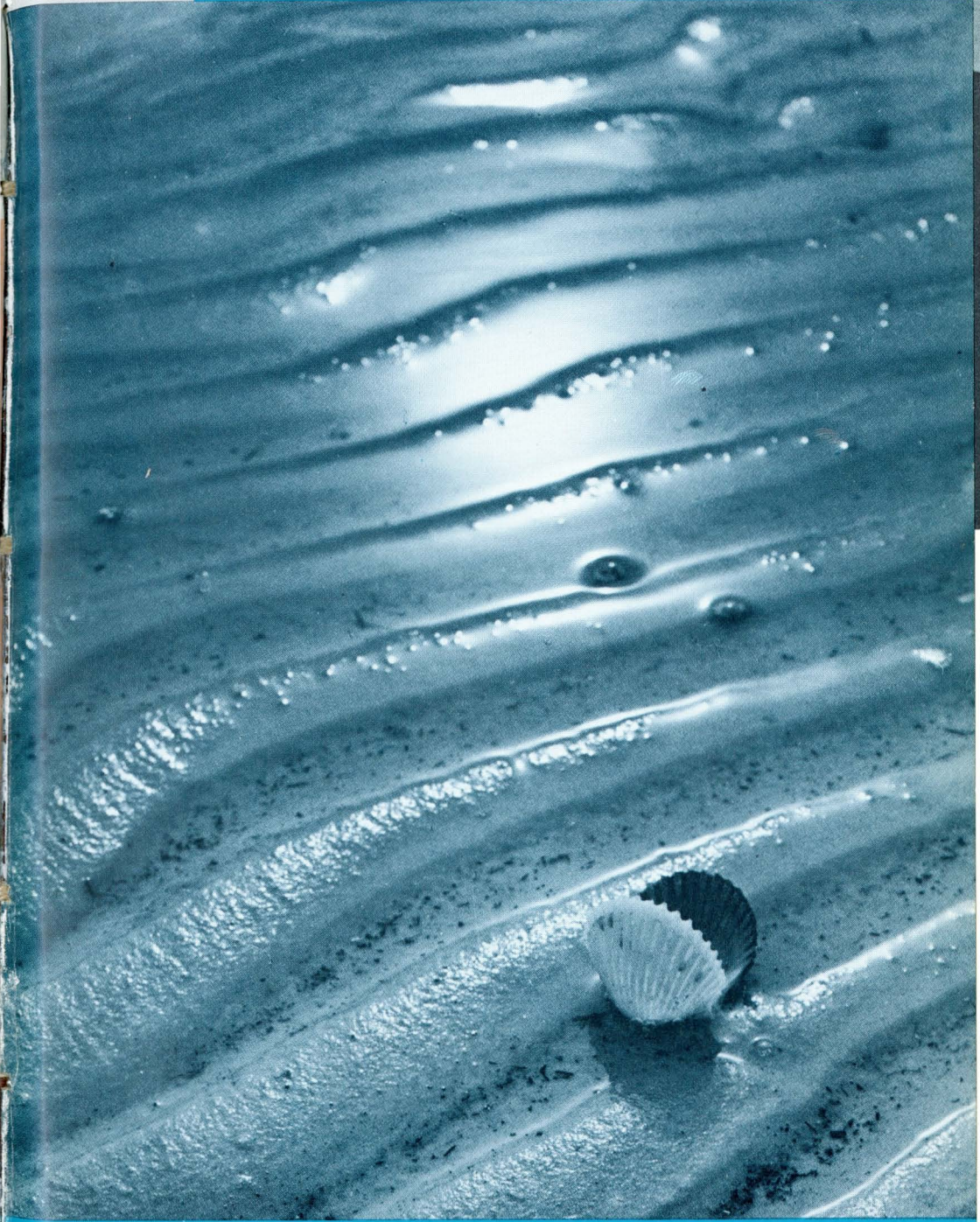




# the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



OCTOBER 1971

## THE PROGRAM OF THE INSTITUTE

The Seamen's Church Institute of New York, an agency of the Episcopal Church in the Diocese of New York, is a unique organization devoted to the well-being and special interests of active merchant seamen.

More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

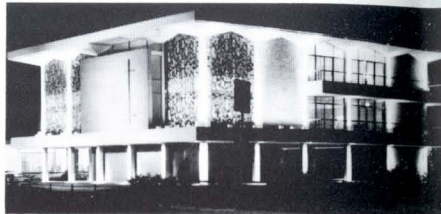
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shipping, SCI has provided an oasis known as the Mariners International Center which offers seamen a recreational center especially constructed and designed, operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted at night) for games between ship teams.

Although 55% of the overall Institute budget is met by income from seamen and the public, the cost of the special services comes from endowment and contributions. Contributions are tax deductible.



Seamen's Church Institute  
State and Pearl Streets  
Manhattan



Mariners International Center (SCI)  
Export and Calcutta Streets  
Port Newark, N.J.

### the LOOKOUT

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COVER: Convolutions of an ocean beach.

## RADAR TRAINING EXPANDS AT SCI

Extensive alterations in the Institute's fourth-floor Merchant Marine School's quarters have been made recently to accommodate expanded radar training and testing procedures, it was announced by the Rev. Dr. John M. Mulligan, SCI director.

The enlarged radar setup, operated by the Maritime Administration, is expected to become functional by early 1972, and to augment existing radar equipment.

The radar school at SCI, known formally as the Maritime Administration's Eastern Region Radar School, has certified over 6,300 merchant marine personnel as "radar observers" through training on equipment presented by The Life Saving Benevolent Association of New York.

The school comes under the direction of Captain Thomas A. King of the Eastern Region of MARAD. Other similar schools are in San Francisco and New Orleans.

The added space made available on the fourth floor will allow for the installation of additional radar training and testing units. Radar instruction at SCI has heretofore been carried on with units on the seventh floor where a Loran unit is also installed.

The burgeoning radar instrumentation at SCI, according to Captain King, has come about because of a new U.S. Coast Guard requirement whereby licensed marine deck officers must be tested and demonstrate their knowledge of radar plotting and interpretation as a condition of renewal of the five-year Coast Guard licenses.

A new radar observer course of five-day duration, designed especially for marine pilots and other licensed deck officers of vessels (300 gross tons and over) operating in inland waters began in mid-August.

There is also an eight-day course intended for the training of ocean-going vessel deck officers. There is no

charge for either course.

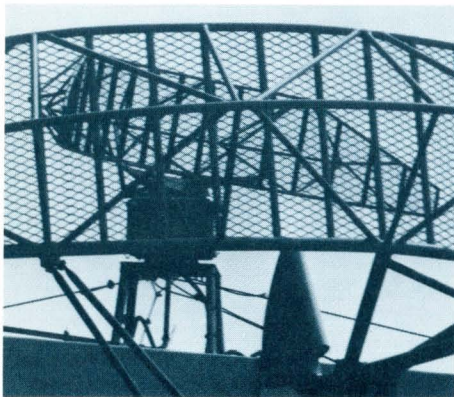
All courses cover radar simulator training, collision avoidance through the use of radar plotting, interpretation and use of radar, basic radar theory, maintenance and applicable laws, liability and legal effect. The courses are U.S. Coast Guard approved.

Most of the radar training at SCI is done by means of special simulator equipment which duplicates, with complete realism, typical situations as would be found on the open sea, crowded harbors and elsewhere, including moving sea traffic. These situations are shown on an electronic 'scope, a distant cousin of the familiar TV screen and of the not-so-familiar electronic testing instrument known as an oscilloscope.

Simulated "ships" in the area appear as light-flashes, these called "blips", and if the ships are moving this is revealed by a corresponding movement in direction by the blips. Radar does not show the relative size of moving ships or objects; the blips are of the same uniform appearance.

The student radar observer must quickly determine the courses, varying rates of speed of the vessels in his area by plottings on a chart of the area, the plotting arrived at, in turn, by calculations derived from readings of the radar instrumentation.

The objective is to plot a safe course



Radar "scanners" on Institute roof

for the student's theoretical "vessel".

The radar school and the marine school at SCI serve to complement each other, students from each school often taking courses concurrently from the other teaching facility.

The Merchant Marine School of SCI had its genesis in 1914 when, in cooperation with the YMCA, it was launched at 25 South Street. The YMCA subsequently withdrew and the name of the school was changed. Captain Robert Huntington then became the principal. The present principal is James Mills.

The school grew greatly in enrollment and faculty during World War I, chiefly because the country then lacked sufficient numbers of merchant marine officers. The school also prepared men for entrance into the Navy and Coast Guard.

During World War II the training was even more extensive and Coast Guard instructors came in to strengthen the regular faculty, and several floors in the old South Street building were set aside for the training classes.

Students currently attending the various marine classes at the Institute are mainly men with extensive seafaring experience and studying advanced subjects so as to qualify for a raise in grade when they believe they are ready for the Coast Guard examinations.

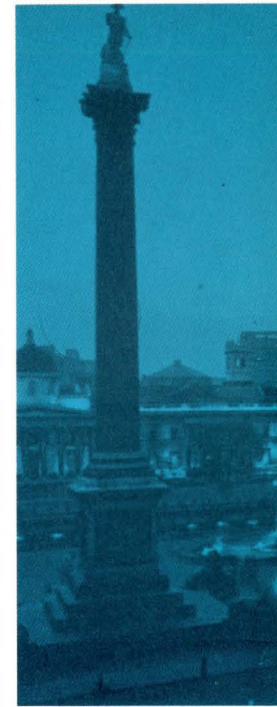
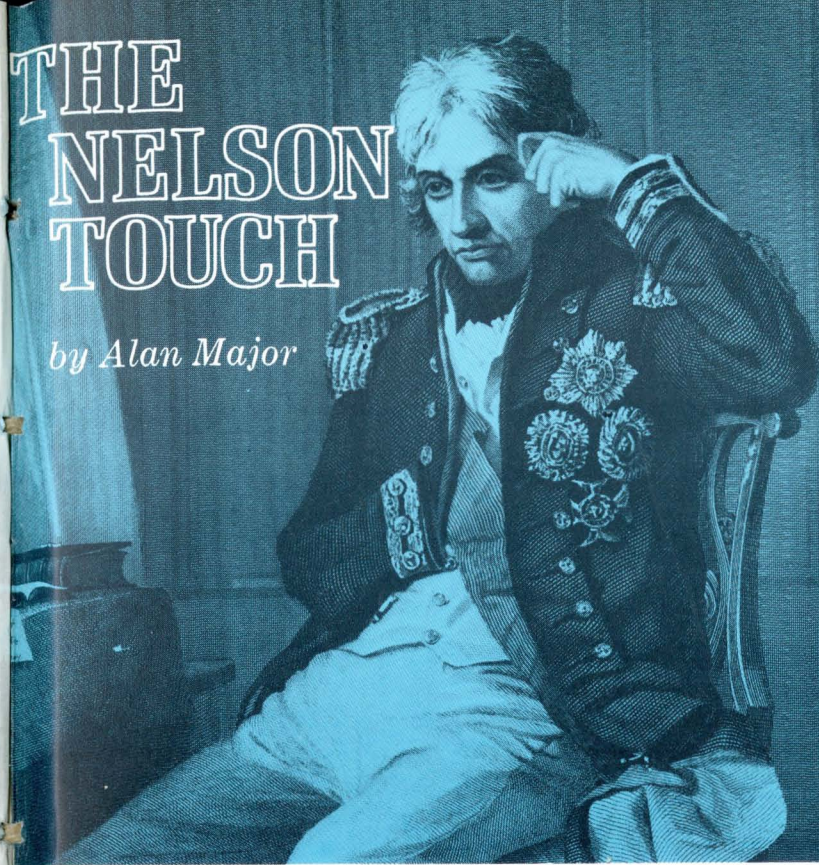


Captain Gerald Van Wart, an instructor in SCI's Merchant Marine School since 1963, died suddenly August 1. He was sixty years of age. Immediate survivors are wife, a daughter and two grandchildren.

A memorial service was held in the Institute's Chapel of Our Saviour on August 11.

# THE NELSON TOUCH

by Alan Major



Trafalgar Square  
London

Admiral Lord Nelson

October 21 is Trafalgar Day in England. In Trafalgar Square, London, and at British naval stations and on board British ships throughout the world the event is celebrated. On this date in 1805 the naval battle of Trafalgar was fought off the southwest coast of Spain at the western entrance to the Strait of Gibraltar.

The contestants were the Franco-Spanish fleet of thirty-three vessels against twenty-six warships of a British fleet. In the actual battle the French and Spanish lost fifteen ships and fourteen surrendered, while the British lost no vessels due to the brilliant tactics of Admiral Lord Nelson, the British fleet's commander.

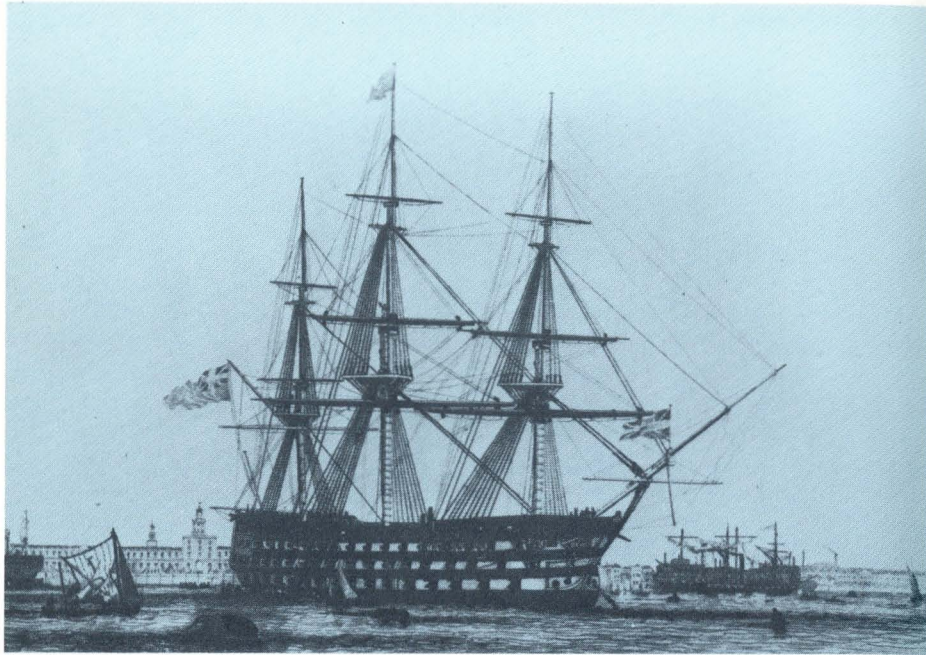
But Nelson, who refused to remove his decorations of rank on his uniform — which made him a conspicuous target — was killed by a shot fired by an enemy rifleman from the mast-top of a French man-of-war with which the

*Victory* was engaged.

Every year thousands of tourists visit Nelson's famous flagship *Victory* dry-docked at Portsmouth, and Nelson's own life story, like that of his historic ship, is well-known. But there are some interesting facets about this superb naval tactician not well-known.

Nelson was the son of a Norfolk clergyman and nephew of Captain Maurice Suckling, British man-of-war commander. Suckling persuaded Nelson to join his ship at the age of 12 in 1770. From the start of his maritime career and throughout his life Nelson suffered acutely from seasickness. Although frail in health and seeming unfit for a rough life at sea, at the age of fifteen he took part in a perilous expedition to the Arctic and went bear hunting on the ice.

His next trip was on a merchantman to the East Indies, followed by service in the West Indies and Gulf of Mexico



where in an expedition against the Spaniards he almost died of swamp fever.

Nelson was not above disobeying orders when he thought he knew better than his commanding officer. At the Battle of Cape St. Vincent in 1797, when the *Victory* also took part, Nelson disobeyed the battle orders of Sir John Jervis and turned his ship, the *Captain*, so as to prevent the Spanish ships from attacking the British fleet's rear. Because it changed possible defeat into victory no disciplinary action was taken against Nelson.

At the blockade of Copenhagen in 1801 Nelson received a signal, "Discontinue the action", from Sir Hyde Parker, his commander. Nelson is said to have put his telescope to the patch over his "blind" eye and remarked, "I do not see the signal." Then he steered as near the harbor as possible and opened fire so heavily on the Danish ships and gun batteries they submitted and surrendered their fleet. Again no action was taken against Nelson.

Sometimes even Nelson was disobeyed. One of Nelson's tactics was to

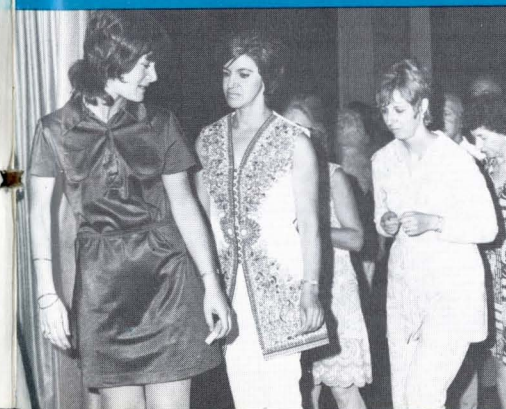
ram enemy ships with his jib so giving him a "bridge" into the enemy captain's cabin. This has been called by historians, "Nelson's Patent Boarding Bridge." While this was happening during the naval action all passengers were battened down under the hatches.

At the Battle of Cape St. Vincent, Sir Edward Berry was traveling with Nelson as a passenger in the *Captain*. On this occasion Nelson's ship had rammed an enemy ship and as Nelson climbed on to the enemy vessel he saw Berry, standing in the mizzen chains amid shot and shell, calmly hauling down the Spanish flag, a task Nelson enjoyed.

Although he had disobeyed orders and left the passenger compartment to fight in the battle, no action was taken by Nelson against Berry and later Berry became Nelson's first flag-captain.

One of the legends about Nelson is that he was blinded and all the later paintings show Nelson with a patch over his right eye. But according to Surgeon-Commander Barras, eye surg-

*(Continued on back cover)*



## Light Fantastic

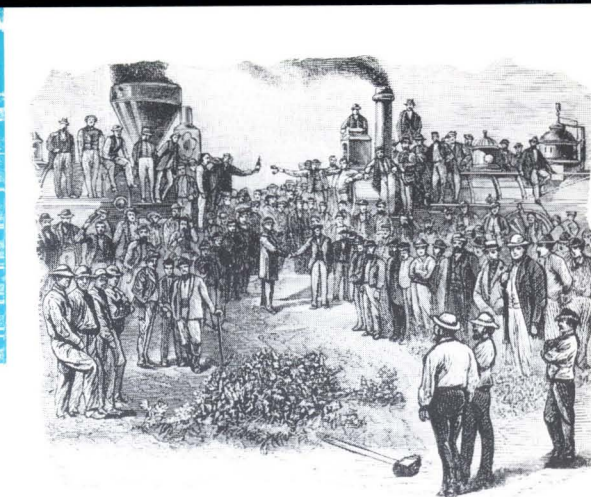
The International Seamen's Club of SCI holds free dances in its clubroom twice weekly for its seamen guests — for the greater part of the year. Hostesses, often girls from residence clubs in the city, are recruited by the SCI for these dances as dance partners for the seamen.

Not so long ago a group of elderly women and men on an outing from Philadelphia visited the club to observe a dance — so it was believed.

The club staff hostess greeted the group as it entered the club, saying, "Oh, you are the ladies who came to see the dance."

She almost lost her aplomb when one old lady said firmly, "Oh no, my dear, we came to dance." She was eighty-two years of age — and dance she did.

The photos shown here were taken this summer during a dance marking the thirteenth year of the Club's establishment. Some of the guests received small commemorative door-prize mementos which were distributed by the Club manager.



# THE BOX SHIPS

by George R. Berens

The discovery of gold at Sutter's Mill on the banks of California's Sacramento River in January, 1848, was destined to initiate the greatest upsurge of American shipping recorded in times of peace. It led to many thousands of people from the Eastern states heading for the West.

The new settlers on the Pacific coast required all the necessities of living — food, clothing, shelter. California was then in a very primitive state, and most of the goods required had to be brought there from the Atlantic coast.

Apart from traveling overland by wagon or on horseback there was no way to reach the alluring West except by ship; by sailing ship, mainly, on the long route around Cape Horn. Scores of ships that had never been on that track before were withdrawn from other trades to accommodate those intrigued by the lure of gold.

Ships were at a premium. The shipyards in the East became very busy producing new tonnage for the highly profitable trade. Speed became increasingly important, and naval architects turned their skill to the design of faster ships. This resulted in the famed clipper ships, those beautiful speedy sailers with names so well known.

For ten years the peak period for American shipping was maintained, the speedy clippers being joined by the new steamships. Then, beginning in 1859, there were signs of decline. This was hastened by the Civil War and the crowning event of May 10, 1869, when the Golden Spike Ceremony took place at Promontory, Utah, marking the completion of a transcontinental railroad.

A Union Pacific Railroad poster of those days reads in part: "Through to San Francisco in less than four days, avoiding the Dangers of the Sea." Only the very fastest of the clipper ships could make that journey in less than one hundred days. The knell of the stately windships had been sounded.

With the opening of the Panama Canal in 1914 came something of a revival of American shipping, especially in the intercoastal trade. The First World War spurred further growth, but the huge shipbuilding program then instituted was primarily for war purposes.

After hostilities ceased, though many of the wartime ships continued in operation, the general trend was downward. The worldwide depression of the early 'Thirties further doomed

an optimistic plan for the revival of U.S. shipping.

World War II brought an even greater shipbuilding effort. The wartime fleet expanded the merchant marine to over five times its prewar strength. The demands of the war also brought about increased shipment of containerized cargo. For years before, ships had carried a few special shipments in metal box-like containers. During the war the use of such cargo containers was greatly enhanced. Many kinds of goods could be packed in them at the point of origin, and conveyed by truck or railroad freight car to a waterfront.

The containers, locked and sealed, could be loaded into ships which could take them to a port across seas, nearest to their ultimate destination. A great deal of handling was eliminated, and containerized cargo offered a greater protection against damage and pilferage of commodities.

After the war the basic idea of containerization spread through the shipping world and was enlarged upon. But much of the demand for ships in coastwise and intercoastal trade had been lost to the great development of highway transportation, just as it had been lost to the railroads half-a-century before.

Then came a combine of trucking and ship transportation. A number of ordinary cargo steamships were converted for carrying truck trailers, which, in effect, were merely large containers. The ships were equipped with huge gantry cranes capable of lifting twenty-six tons, and fitted with cellular compartments wherein the trailers could be stowed without danger of movement at sea when the ship was rolling or pitching.

Trailers 35 feet in length, capable of holding over 20 tons of cargo, could be stowed five-high in the hold cells, and two high on deck.

One company first went into operation with four container ships in the Puerto Rico and coastwise trade. These ships were each capable of carrying 226 standard trailers locked rigidly in position. They could be completely loaded and unloaded in a day, as compared with a week for the handling and stowage by conventional means of the same amount of cargo.

In 1960 the company came out with more container ships like the *Elizabethport*, 628 feet long, capable of carrying 474 truck trailers. An official declared, "This is a revolutionary operation in cargo transportation that combines the door-to-door flexibility of

trucking the economy of water transport, and the unique advantages of complete containerization of every kind of freight." Anyone watching the operation would readily concede that it was revolutionary.

Ships, like the *Elizabethport*, were berthed alongside huge areas that allowed ample space for the storage of the trailers, and for the parking and maneuvering of trucks. Right alongside the ship the trucks brought trailers that had been loaded with cargo at a point of origin probably far inland.

Under the overhanging arms of a huge, powerful crane they were positioned. The crane driver lowered his hooks. A couple of men quickly engaged them to the four upper corners of the big aluminum containers.

The crane lifted them aboard with their up-to-26 tons of cargo, and in two and one-half minutes the trailer was stowed. At the port of destination the trailer is lifted by the crane and dropped onto the waiting truck chassis alongside. It is ready then to be driven to the consignee's door, or to be parked awaiting his convenience.

Ten years ago one of these container ships was an unusual sight. Old-time seamen stood aghast staring at one of the vessels steaming along with huge truck trailers piled twenty feet high on her decks.

I recall, as a crewman aboard the *Elizabethport*, an occasion when we were inbound to New York we passed the outbound *Queen Mary* in Ambrose Channel.

Naturally, our crew lined the rails, pleased to get a close look at the famous liner. But they were no more interested in the *Queen* than the people on her were in the sight of our container ship. There were five officers on her bridge staring at the *Elizabethport*

through binoculars, and a couple of hundred passengers and crewmen lined the rails.

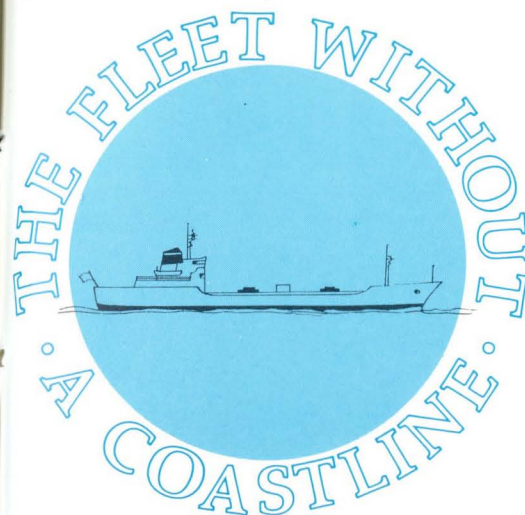
In recent years fleets of container ships, usually referred to as "box ships" by seamen, have increased in all the principal maritime nations. Combination ships have been put into service that can carry containers as well as break-bulk cargo.

Some ships are equipped with heavy-duty cranes to handle the containers. Others rely on shore cranes at their terminal berth, while still others are "roll-on, roll-off" ships that take the containers aboard on wheels over ramps.

A development of the future may be passenger-carrying container ships. A ship has been suggested that is fitted for carrying mobile-home trailers and automobiles in addition to the usual facilities of passenger ships. It is envisioned that passengers may tour foreign lands, living in their own trailers aboard ship and ashore.

At one time the Navy's Military Sea Transportation Service came out with plans for the transportation of troops in containers. Some of them would be fitted up as sleeping quarters, others as kitchens, laundries, dental and medical clinics. All the facilities of a conventional troop ship would be provided by trailers that could be stowed aboard ship.

Some shipping experts have predicted that by 1973, 23 per cent of the cargo carried in American ships will be traveling on container ships. Perhaps by then the passenger-carrying "box ships" will also be in operation. Optimists are inclined to think that the container ships will bring about a resuscitation of the American merchant marine.

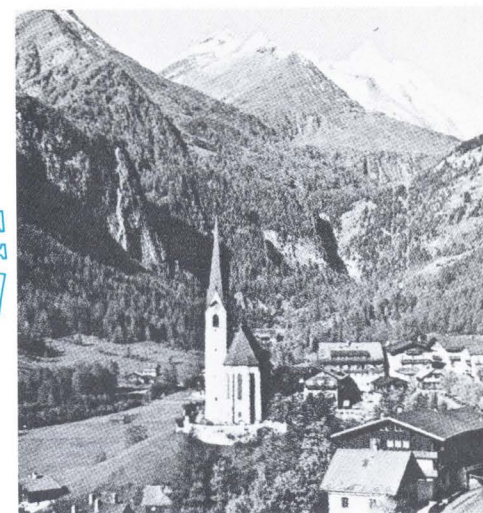


by Edyth Harper

Switzerland, 300 miles distant from the sea, would hardly be the place where you would expect to find a merchant fleet but in this country of tourists, Alps and scenery, a fleet exists.

It came into being in 1941 when the World War made things difficult for Switzerland. The Swiss Federal Council purchased a small number of vessels to safeguard vital necessities. Since then the Swiss fleet has grown to 32 merchant ships sailing all over the world and holding 40th place in world shipping.

In 1921 at Barcelona, the International Transport Conference agreed to allow countries without a coastline to fly their own flag at sea. Swiss ships are registered at the Swiss Office of Maritime Shipping at Basle but there are stipulations. Owners must have only Swiss capital behind them. They have to register as a company in Switzerland and be solvent. Provided they comply with these conditions Swiss shipowners can do charter work for other nations if they wish, in peacetime. Should war break out, the Swiss Government takes the vessels over.



The average age of the 32 vessels is 12 years. The *Romandee*, 32,750 tons, is the largest. The *Leman*, only 440 tons, is the smallest and is employed solely in the Mediterranean coastal wine trade. There are 24 ocean-going ships in the fleet, while of the 920 sailers, half come from Switzerland today. Formerly most of the personnel were drawn from Germany and Italy.

Although Switzerland as yet cannot boast its own naval establishment, there are a dozen Captains in the Swiss fleet, and 15 officers. A Swiss sailor has to study abroad to achieve officer rank but the Confederation provides financial help, supplying usually about a third of the total money needed, sometimes more. Owners, too, are often generous with loans to promising candidates.

The Swiss are noted for being hard workers and good businessmen. These qualities, combined with an expanding maritime trade, offer golden opportunities to the Swiss merchant fleet, even if it has no salt-water harbor of its own.

# BLESSING THE WATERS



A short time back, Anglican, Orthodox, and Roman Catholic dignitaries took part in a blessing of the sea ceremony at Margate, Kent, England, to invoke safety, good fortune, and an auspicious season for the fishermen. Similar observances are carried out at a number of other places around the coasts of the British Islands.

At one time, indeed, this custom of the blessing of the waters and interceding for the men of the fishing fleets, seems to have been almost universal. The practice survives in many of the fishing ports of northern and western Europe, from Belgium to Portugal; in Newfoundland, and as far distant as Australia.

From the Elizabethan era onwards it has been the custom for fishing fleets from Europe to voyage across the Western Atlantic to the seas of the New World and Greenland for the cod fishing. They set off early every spring and from the first it was the rule for them to be given the blessing of the church.

Every season the gaily beflagged fleet of the Portuguese cod fishermen can be seen in the Tagus awaiting the blessing of a cardinal or archbishop before the vessels leave for the New-

foundland Banks.

The ceremony is attended not only by the fishermen and their families, and by Church dignitaries, but by ministers and other government officials, for the fishing fleet represents something vital in the life of Portugal. Salted and dried codfish, known as bacalhau, is a staple diet of the people, and is as traditional as the roast beef of England. Later, in June, the sardine fleet is blessed before setting out.

A similar ceremony, blessing the fishing fleet that leaves the French port of St. Malo to work in the Western Atlantic and Arctic, is characterized by many picturesque features. A tug carrying ecclesiastical dignitaries tours the harbor, and there is a procession of fishermen carrying with them models of famous craft.

Ceremonies of like character are held in other ports in Brittany, which is a stronghold of tradition. One of these is the annual blessing of the sea at Douarnenez in Finisterre, the center of the sardine fishing. The blessing of the waters is preceded by a religious procession. French sailors carry a model of a fishing vessel and a banner showing Christ stilling the tempest. Prayers are said for propitious weath-

er and good fishing.

Close by the fishing village of Treboul has observance of blessing the nets. Wild gladioli are picked and used with other flowers and nosegays to make elaborate designs of stars, heart shapes and so on, outlined by leaves and filled in with blossoms.

Some of these are fixed to sheets which are used to line the processional way from the church to an outdoor altar approached by ten steps. These are decorated with masses of blossom, and fishing nets are draped on either side. Then, headed by a bishop, priests and choristers, the Breton villagers walk up the gaily decorated streets to the altar, where their work is given its blessing.

Far away on the other side of the Atlantic, in the mouth of the St. Lawrence, is the French Island of St. Pierre, whose population lives mainly by fishing. Every spring a fisherman's rowing boat is taken into the church and carried up to the chancel, there to be blessed by the priest before the season begins.

In Belgium much is made of the blessing of the fishing fleet service. At each harbor a small open-air chapel is formed by roping off a space and decorating it with greenery and flowers.

The vessels anchor close inshore, gaily bedecked with flags; bunting flutters from the houses and the route of the procession is strewn with green branches and blossoms as in Brittany.

Civic dignitaries head the column and they are followed by the school-children. The girls wear beautifully embroidered dresses, and they form up in picturesque tableaux.

Then come the fishermen, carrying ships' lanterns, and they are led by singing choristers. Prayer is offered by a priest, and the final triumphant notes of an accompanying band are answered by the sirens of all the vessels in port. After this the procession makes its way back to church for the

final part of the service.

On the other side of the North Sea, at Folkestone, on the English Channel coast, the fishing vessels are gaily beflagged for the ceremony of the blessing of the fisheries, and the observance is attended by a large crowd.

A procession of clergy, choir, fishermen in their tan jerseys, and congregation, goes from the fishermen's church of St. Peter's on the cliffs to the edge of the quay in the fish market. Hot water — the origin is obscure — is sprinkled on the sea, and the temporary pulpit is a platform ringed with fishing nets.

At Hastings, some miles to the southwest, the blessing of the harvest of the sea and of the nets has taken place annually for centuries. Clergy and choir, with the bishop, walk down ancient All Saints' Street in procession to the foreshore.

A sermon is preached from the lifeboat, and the bishop blesses the fishermen and the implements of their craft, and prays for an abundant harvest.

On the East Coast, at Whitby, Yorkshire, thousands of people take part in the late summer service of blessing the boats. The bishop of Whitby does this from an improvised pulpit at the end of the fish pier.

The Tweed salmon fishers use a delightful prayer at their blessing service as their nets are first dipped in the river:

*Pray God lead us,  
Pray God speed us.  
From all evil deeds defend us.  
Well to fish and well to haul,  
And what He pleases to give us  
all.  
A fine night to land our nets,  
And may we do well with all we  
gets;  
May God keep us from sand and  
shoal,  
And may each man have fair  
dole—  
Pray God, hear our prayer.*

by E. R. Yarham

# A Salute to Our Neighbors

*Seventh of a series of brief articles on some of the organizations and institutions established in Lower Manhattan very early in its history, all of them nearby to Seamen's Church Institute of New York.*

## ELLIS ISLAND

Located just off the Jersey shore in upper New York Bay, little Ellis Island was known to the Indians as Gull Island and was only three or four acres in extent. Because of the luscious oysters found off its shores, it was later called Oyster Island; for reasons unknown it was sometimes referred to as Buching Island.

After a notorious pirate was hanged there it became known as Gibbet Island. By the end of the colonial period, it came into the possession of Samuel Ellis and has carried his name ever since.

Earthworks were built on Ellis Island following the 1794 war scare. These works were part of a harbor fortification system.

In 1808 the state of New York purchased Ellis Island from the heirs of Samuel Ellis by condemnation procedures and turned it over to the Federal Government. It has remained Federal property ever since.

When, in 1890, the Federal Government assumed responsibility for the reception of immigrants, a study was made of New York Harbor to determine the best location for an immigrant depot. Castle Garden (now Castle Clinton National Monument) in Battery Park had been operated as a reception station by the State of New York since 1855 but had long ceased to meet the needs of the multitudes

seeking our shores.

Governor's and Bedloe's Islands were considered, but strong objections were raised to both. The Army wanted to retain control of Governor's Island, which had long been an important headquarters, and the people of New York City objected to the station being built on Bedloe's Island where the Statue of Liberty had been dedicated only a few years before.

The decision was to build the new depot on Ellis Island. While it was under construction, the Barge Office on the Battery was used for immigrant reception. In 1892 the immigration Station on Ellis Island was opened. The original structures were built of pine. In 1897 the whole island was swept by fire during which no lives were lost but valuable state and federal records were burned leaving an irreplaceable gap in the story of immigration.

New fireproof buildings were designed and the island was enlarged by fill. The great "Main Building" (whose towers still make it a familiar harbor landmark) was opened late in 1900. Over the ensuing years additional fill was placed for hospital buildings, which increased the Island's size to its present 27.5 acres.

The next decade and a half saw Ellis Island at its peak of activity. The United States had recovered fully from the long depression of 1890, and was



in a period of tremendous industrial expansion. The response in Europe was eager. Immigration rose to 1,000,000 and more annually, up to three-fourths of this clearing through Ellis Island.

Legal barriers were erected during these years, excluding various classes of "undesirables." Ellis Island became a place of trial as well as of hope to the immigrant.

Immigration slacked off following the bank panic of 1907 but rose again with the swift revival of prosperity. In the years immediately preceding World War I the number of immigrants again pressed beyond 1,000,000 a year.

War in Europe, breaking out in August 1914, cut immigration sharply. Ellis Island, which had played host to 5,000 and more newcomers a day, had far fewer immigrants to handle and was able to assume its share of wartime activities.

Some 2,200 German sailors, from ships confiscated in our harbors after the United States entered the war, were interned at Ellis Island for the duration. Later on in the war, a large hospital for American wounded was set up on the Island.

Immigration revived quickly after World War I and threatened to reach the huge numbers of the pre-war years. But restrictive legislation, long a sub-

ject of agitation, went into effect in 1921. An absolute limit was placed on the number of immigrants and divided these up on the basis of nationality quotas.

Under this system, Ellis Island found its importance greatly diminished. Not only were there fewer immigrants received but their clearance was increasingly handled by the U.S. Consulates in their homelands.

Ellis Island, once a place of hope to new arrivals — up to 16,000,000 between 1892 and 1954 — came under a shadow as the place of detention for departees. This function, too, diminished and in 1954 the station was closed. Ellis Island became surplus government property and awaited a purchaser.

Touring Ellis Island on October 21, 1964, Secretary of Interior, Stewart L. Udall, proposed its addition to the Statue of Liberty National Monument and its development in conjunction with a future Liberty State Park proposed for development along the Jersey City waterfront. The Secretary's proposal quickly "caught on." On May 11, 1965, in Rose Garden Ceremonies at the White House, President Johnson signed a proclamation making Ellis Island a part of Statue of Liberty National Monument in New York Harbor. Planning is now in progress for its appropriate development.



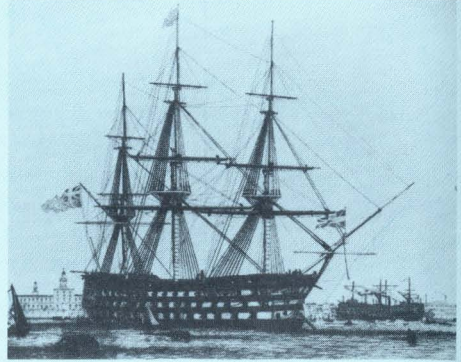
### THE NELSON TOUCH

(Continued from page 6)

eon at the Royal Naval Hospital, Haslar, Hampshire, this is all "eyewash."

Says Barras, "An enemy cannon ball did send a shower of splinters into his right eye at the siege of Calvi in Corsica in 1794, but he could still tell the difference between light and dark with the injured eye and it was never removed. Later he had a green shade stitched to his cocked hat which looked like the peak of a cap, but that was to protect his good left eye from the sun." From this arose the legend of Nelson's patched "blind" eye.

Nelson was superstitious about death and while on his flagship *Foudroyant* in the Mediterranean he kept a coffin in his cabin and often dined with it placed behind his chair. The coffin had been made from the mainmast of the French ship *L'Orient* after the Battle of the Nile by a carpenter of *H.M.S. Swiftsure* and presented to Nelson by his friend, Captain Ben Hallowell. Later the coffin was kept at another friend's house while Nelson



was ashore for long periods.

On his way to Portsmouth to join the *Victory*, prior to the Battle of Trafalgar, Nelson called at his friend's home to see if his coffin was still safe, "as I may have need of it on my return". This foreboding was accurate.

After being killed at Trafalgar, Nelson's body was landed at Sheerness, Kent, enclosed in a barrel of alcohol, some say rum, others brandy, to preserve it. So apparently Nelson did not have his coffin with him at the famous, but fatal victory.

At first King George III refused to allow Nelson to be buried in St. Paul's Cathedral, London, because of Nelson's scandalous love affairs with Lady Hamilton, wife of the English ambassador in Naples, but eventually the King was persuaded to change his mind and to honor the famous sailor. Admiral Nelson was buried in the coffin he had sometimes kept aboard ship, in St. Paul's on January 9, 1806.

