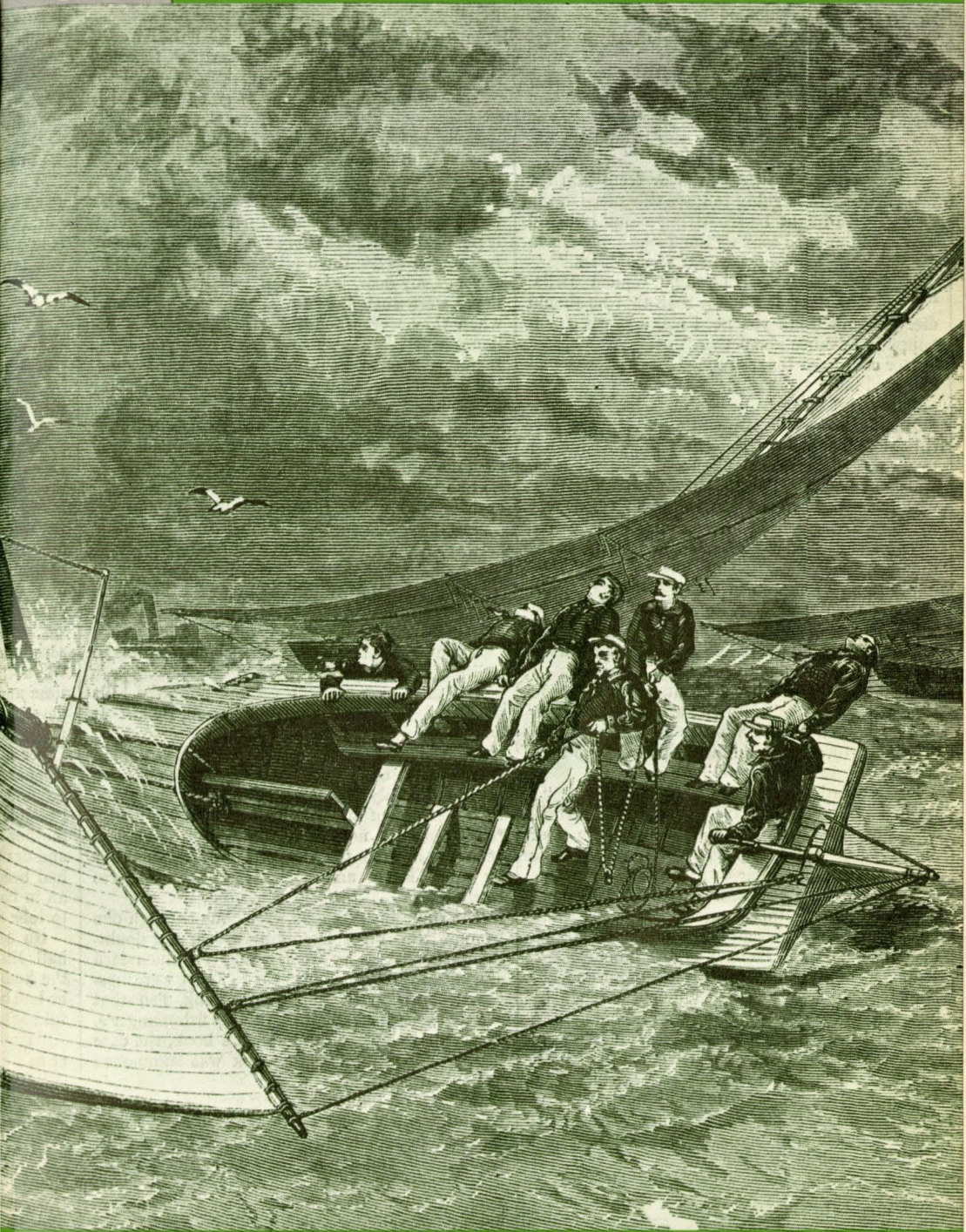




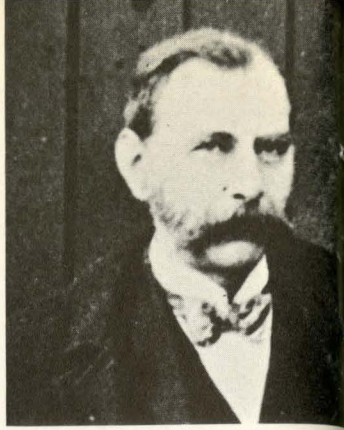
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



JUNE 1969

"Godfrey Marks"
(James Frederick Swift)
in about 1898.



"Wroxhall", 77 Penkett Road, Wallasey, England, home of "Godfrey Marks" (James Frederick Swift).



the LOOKOUT

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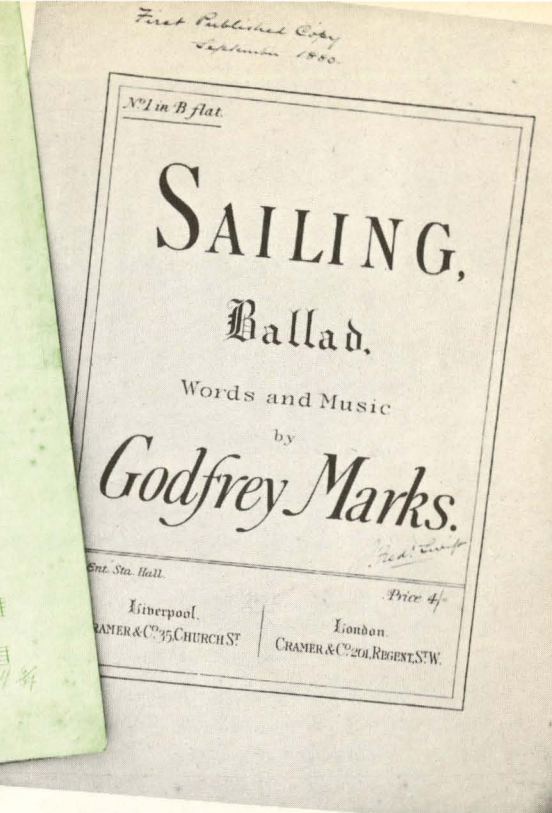
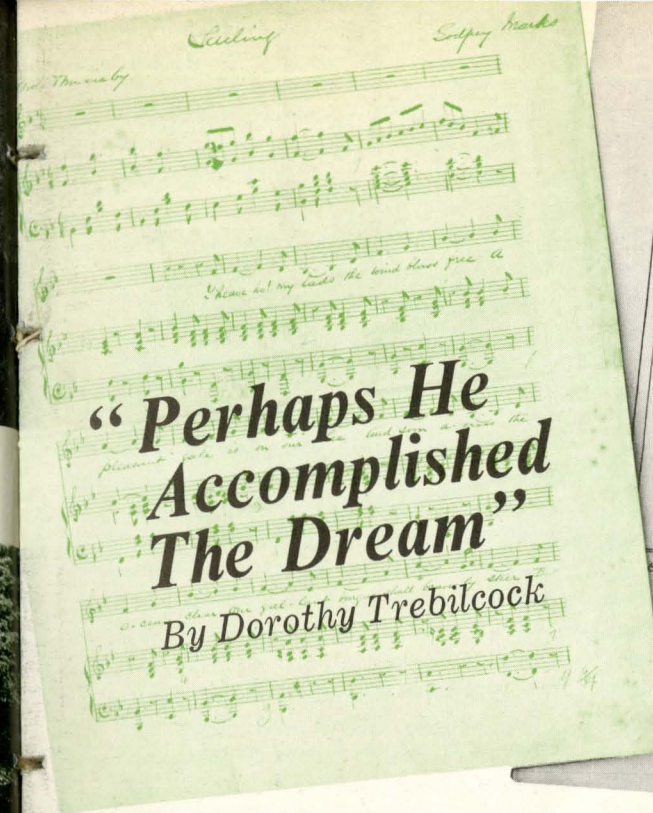
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COVER: Sailing scene of the late nineteenth century — one which may have inspired the words and music of "Sailing".



If you have never sung a song, the chorus of which begins, "Sailing, sailing over the bounding main," you probably won't be interested in reading further. If the words, "Y'heave ho, my lads, the wind blows free," have never echoed in your memory as you put out to sea watching the sun rise over a sleepy horizon, just pass this one by.

Still there? Well, most of us — old salts and landlubbers alike — have sung "Sailing". We probably learned it from the tissuey pages of the *Golden Book of Songs* back in grade school. The books would be passed out, a lusty chorus or two of "America" and "My Old Kentucky Home" might be dutifully rendered. But before long, someone would shout, "Page 118" and all voices would rise and go "Sailing . . . sailing . . ."

Yet never in those days, never once, did we glimpse the composer's name or wonder, ever, from whose inspired pen those words and the music came. It wasn't until many years later that the person of Godfrey Marks became the

object of a search, since we needed to obtain permission to use the words in a magazine picture story.

First off, the publisher of the *Golden Book of Songs* said that the copyright had expired and that the words were in the public domain. We were curious, though. What about Godfrey Marks himself? Who was he? Where and when did he live? When was "Sailing" written?

Our local library yielded no clue. The state library never heard of him. It seemed unbelievable that the composer of the most famous sailing song of all had been completely forgotten. Finally, we contacted the New York City Public Library and their reply offered the first real clue in the case of the missing composer.

They sent a photostatic copy of an obituary from the magazine *Musical Opinion* dated January, 1931. It notes that: "James Frederick Swift (Godfrey Marks) died recently at Wallasey, England. He was born in 1847." Sev-

eral places where he had lived and gone to school were mentioned. We wrote to libraries in these cities but they could give us no further information about him.

Our last hope was a letter to Wallasey, England, which was received by a Mr. L. White of Wallasey's Central Library. And he offered to help. He provided some biographical information about Mr. Swift who had been an organist and composer, receiving his first organ appointment at the age of 14 and continuing past his 80th year. In his younger days he had been a teacher at the Wallasey Grammar School.

Mr. White then placed an advertisement in the local newspaper asking that any friends or relatives of Mr. Swift get in touch with him. Not long afterwards, he was contacted by none other than Miss Ruby Gertrude Swift, a 77-year-old daughter of the composer who was very much intrigued at the interest expressed in her father, by an American writer — yet. She obligingly offered to answer any questions forwarded to Mr. White.

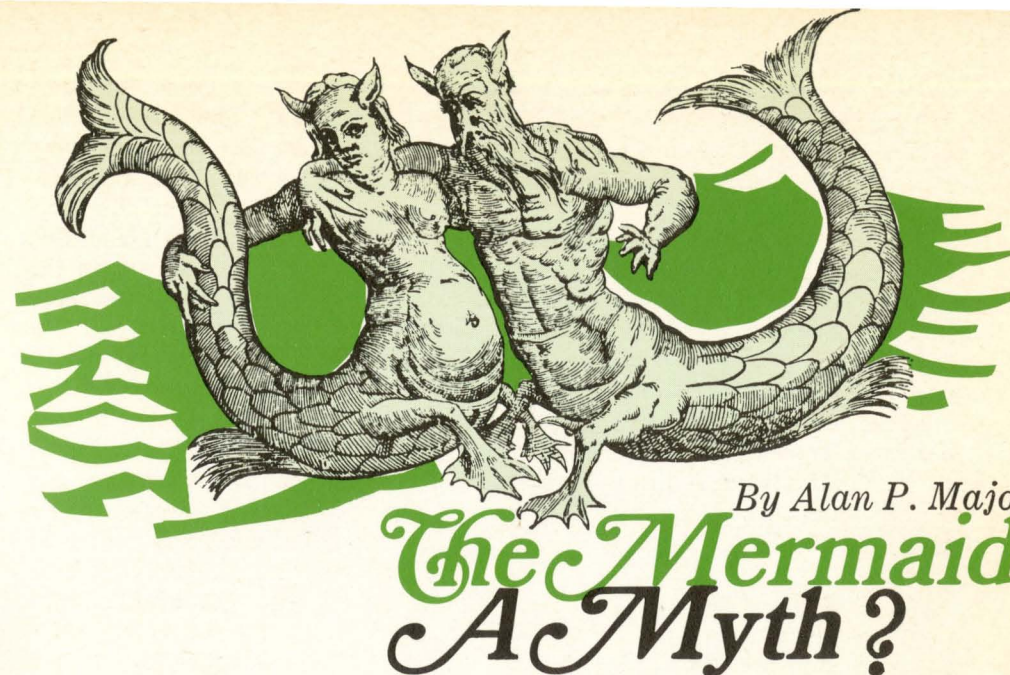
Quite naturally we were curious

about why he had selected the name "Godfrey Marks." The answer from Miss Swift was that she remembers the children (she was one of five) saying, "Marks. Daddy marks" as their father sat working at the piano. She thinks this might well have been the "inspiration" for the name he chose as a pseudonym.

James Frederick Swift wrote many other things, both choral and instrumental. But "*Sailing*", first published in 1880, was by far the most famous and was said to be his favorite. His daughter said that he had little interest in the sea and sailing, though one wonders how, without it, he could have caught its spirit and that of the sailor's life so vividly in the second verse, for example: "A sailor's life is wild and free; His home is on the rolling sea..."

Perhaps it was wishful thinking. Perhaps it was a far-off dream, this business of sailing over the "bounding main." At any rate, he set future generations all over the world singing enthusiastically, humming softly and also wistfully dreaming of the sea.

Perhaps in this way he accomplished the dream.



Since the beginning of mankind it has been believed that water contains a "spirit." Some civilizations, such as the Babylonians as early as 5000 B.C., thought such "spirits" existed in human form from the waist up, the torso joined with a fish tail. The Syrians, Philistines and Israelites worshipped a mermaid moon-goddess, while the ancient Greeks spoke of mermaids (mentioned in the Greek Odyssey) but divided them into two groups — Nereids dwelling in the Mediterranean, and the Oceanides, of the oceans.

Pliny the Elder claimed to have seen mermaids with his own eyes and described them in his "Natural History": "and as for Mermaids called Nereides, so they are indeed; only their bodie is rough and skaled all over, even in those parts wherein they resemble woman. For such a Mermaide was seene and beheld plainly upon the same coast neere to the shore: and the inhabitants dwelling neere heard it afarre off when it was adying, to make pitteous mone, crying and chattering very heavily."

Almost every country has its tales of mermaids, mermen, sea wyfs, sirens, nymphs, tritons, and water tribes and gods, not only living in the sea, but in

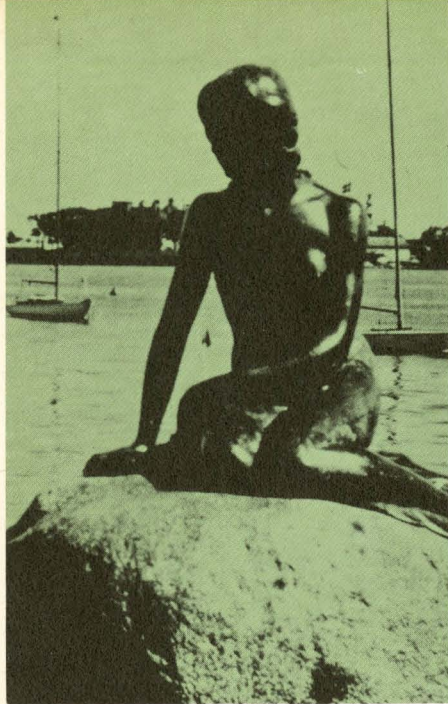
any kind of water, lakes, waterfalls, fountains, streams, springs, and wells, ranging from the Arctic and Antarctic to the Equator.

When men ventured more widely upon the sea to explore and trade, the experiences of seafarers brought them into contact with strange, then-unknown sea creatures and so the mermaid legend increased. Christopher Columbus was disappointed in those he reputedly saw — "And on Friday, the 4th of January in the year 1493 he saw three mermaids leaping a good height out of the Sea, Creatures not so faire as they are painted, somewhat resembling men in the face."

Thousands of mermaids were recorded in varying incidents by early navigators and seamen, being seen playing harps or lutes, sitting on rocks combing their hair, singing or "brazenly luring unwary seamen to the watery doom," sporting with other sea creatures, granting wishes, conjuring up storms or pacifying the waves.

If mermaids were seen to throw fish in the direction of a ship, all or some of the crew would be drowned, but if they threw the fish away from the vessel it would have a safe voyage. Young





mariners joining ship were seriously warned against the danger of seduction and being held spellbound by the mermaid and her song, so that the ship foundered on treacherous rocks.

The medieval mariners may have been gullible or uneducated and so believed in mermaids' existence, but as new scientific discoveries gave logical explanations for weird events, sea sounds and creatures, so the mermaid legend declined but did not die out.

On the 15th of June, 1608, Henry Hudson, the level-headed navigator-explorer who gave his name to Hudson Bay, on his second voyage attempting to discover the Northwest Passage, recorded in his log: "This morning one of our Companie looking overboard saw a mermaid, and calling up some of the Companie to see her, one more came up and by that time she was close to the ship's side looking earnestly on the men; a little after a Sea came and overturned her. From her Navill her back and breasts were like a woman's, her body as being one of us, her skin white and long haire laying down behind, of colour blacke; in her going downe they

saw her taylor which was like the taylor of a porpoise . . ."

In 1610, a Captain Whitbourne recalled how while he was going ashore in the Harbor of St. Johns, Newfoundland, a mermaid came up to his boat and put her hands on the side. The rowing crew were terrified except one who ungraciously hit the mermaid on the head, so she let go and disappeared into the water and the crew rowed for the land as they had never rowed before.

In 1806, a missionary in the United States saw a mermaid in a river, but she, unlike others of her kind, did not like being watched, dived, reappeared and opened her mouth to spit water over him. Unfortunately, the actual site was not recorded.

James Athearn Jones, in his "Traditions of the North American Indians," however, records legends told to him in 1823 by Shawano Indians — how their ancestors were guided across the sea by men-fish, and as early as 1673, Father Marquette, discovering the Mississippi, told of the fish-like creatures painted on the cliffs.

In Louisiana is also the legend of the vanished Pascagoula tribe who worshipped a mermaid-goddess and plunged into a river to their deaths when held entranced by the irresistible singing of a mermaid.

Through the 18th and 19th centuries mermaids were still being seen, and as recently as 31st October, 1881, a Boston newspaper published a report from an eye-witness who saw one captured in Aspinwall Bay and taken to New Orleans. The usual details of the mermaid tallied with other examples, the writer paying close attention to all the features, including the pale silky blonde hair and arms terminating in nails like an eagle's talons.

Not surprisingly, tricksters soon realized mermaids would be a source of easy cash and numbers of faked ex-

(Continued on page 10)

We are a kaleidoscope of the waterfront



Edward Grodon, M.D., (right) consultant and investigator, Rockefeller University, and guests.



The Rev. Frederick Proelss, J.D., chaplain at Riker's Island prison.

Each Wednesday morning from 10:00 to 11:45 a.m. the Institute clergy and other members of the staff, most of whom work directly with merchant seamen, assemble in the Director's office to participate in a variety of informal discussions invariably related to problems and techniques of ministering to seamen.

These seminars were instituted in 1960, and have become an important aspect of staff policy during the administration of Dr. John M. Mulligan. The agenda usually concentrates on a specific subject such as the recent series: *The Emotional Problems of Seamen*.

This series of three seminars featured specialists in the field. The Department of Psychiatry at the U. S. Public Health Hospital (often referred to as the "Marine Hospital") at Staten Island sent two psychiatric therapists to clarify and explore the major areas of difficulty in the treatment of emotionally disturbed patients and to dis-

cuss ways in which chaplains and social workers may more effectively relate to the patient and his family.

The chaplain of Riker's Island Prison who is also a member of the Department of Religion and Psychiatry at Union Theological Seminary, the Rev. Frederick Proelss, presented a seminar dealing with the ministry to the alienated younger person whose behavior is often motivated by deep hostility for the "establishment".

A young psychiatrist who is affiliated with Rockefeller University brought several former patients who are merchant seamen to join the discussion of rehabilitation for the drug addict.

Other seminars during the past year have dealt with new approaches to the church's history, to the un-churched and the alienated; effective ways of helping the merchant mariner who becomes a chronic problem aboard ship; the "practical theology" of Teilhard de Chardin.



National Maritime Day was observed in New York with ceremonies in Battery Park — within sight of the Institute. A speakers' stand was erected in front of the entrance to historic Castle Clinton which has also been known as "Castle Garden" and the "Aquarium". Dr. John M. Mulligan, Institute director (at podium), gave the invocation and benediction.



The Eleventh Anniversary of SCI's International Seamen's Club was observed at a May evening dance held in the Club's fifth floor headquarters. The gala affair featured a pre-dance and social hour *smorgasbord* for seamen and women guests. Dr. Roscoe T. Foust, director of the Special Services department (under which the Club operates), demonstrates the proper technique for cutting a ceremonial symbolic cake.

Coffee and cake were served to all visitors to the Institute during the early afternoon of May 23 — to point up a year's occupancy of the State Street building.



"When I go back to live on the land again this fall, well—I'm going to miss the sea. I'll always miss the sea. From a professional point of view, though, it is better that I work as a physical therapist on land, in a city — where I can advance my knowledge and, possibly, go to medical school . . . if I decide I want to become a physician."

So rationalized pretty flaxen-haired Wiebke Vormann, a physical therapist of the *Sagafjord*, a passenger ship of the Norwegian-American Line who stayed at the SCI for a few days in May. Miss Vormann, 26, is from Oslo, Norway. When the *Sagafjord* returns to its home port (Oslo) the Norse girl will have been away at sea about sixteen months — including various stops at ports around the world during the cruise.

Speaking in flawless English, with just a hint of a British accent—"That's the way we were taught to speak and pronounce the English words in school"



Miss Vormann. She was intrigued by a ship-in-bottle, one of several models available through the Women's Council.

— she explained that her seafaring stint was, in a way, an oblique answer to the challenge set by her brothers.

"My three brothers have all been to sea, in the Navy or on merchant ships; I was the only girl in the family, so I thought, if they can 'make it', so can I," she laughed.

She said the Institute had been recommended to her as a desirable place in which to stay because of the quality of its accommodations and its location.



All hands turned out to see the new Queen Elizabeth II as she came into New York harbor for the first time, escorted by various craft in the traditional manner. The photo was made from roof of 23-story Institute by *Lookout* editor. Long focal length lens used characteristically "compressed" the various photo planes, making the distant Jersey shore appear much closer than it is.





Crewmen fire questions at Mr. Van Wygerden via Mr. Travesi.



Crew of *Monte Zalena*, a Spanish motorship, with SCI's shipvisitors Peter Van Wygerden (left) and Carlos Travesi (extreme right) in SCI. The vessel went aground off Navassa island, was refloated by the Dutch tug, *Schelde*, and towed to Port Au Prince where the crew reboarded her. Spanish-speaking Carlos Travesi was instrumental in reassuring the apprehensive crewmen when it appeared the ship might not be saved and their transportation to Spain seemed uncertain. After several days of SCI hospitality the crew was flown to its ship.



THE MERMAID A MYTH? (Continued from page 6)

amples were shown in many countries, usually consisting of the skin only, but many were manufactured from a monkey's head and torso and the tail of a large fish. Even the British Museum has two 17th century fake mermaids.

In 1822, an American sea captain named Eades purchased the embalmed body of a "mermaid" in Batavia for 5,000 dollars and brought it to London to be examined by the Royal College of Surgeons and if proved genuine, to put on exhibition. It was soon found to be a clever fake, three feet in length, with the head, arms and hands of an orangutan, lower jaw of a baboon, human teeth, head covered with human skin, eyes painted in, human finger nails, the stuffed body being attached to a preserved fish tail.

There have been equally numerous explanations for mermaids. Many of the instances were obviously sightings of sea creatures. Others were suggested to be either the manatee, found in rivers and freshwater lakes in the West Indies, Florida, Gulf of Mexico and South America; or the dugong, found in Southern Asia, Australia, Indonesia and the east coast of Africa. But neither has much resemblance to the usual depiction of a mermaid.

The manatee has a long, blubbery body, stumpy head, tiny eyes, paddle-shaped front flippers and tail. The dugong has similar flippers, blunt head and tapering tail, but the female stands upright in the water nursing its young in its flippers to create a fancied illusion of being a mermaid.

(Continued on back cover)

Coastal Lights of the Past

By E. A. Humphrey Fenn, T.D.F.R.G.S

The lights which flash from coasts at night are the oldest in the long saga of the sea. The pharos (lighthouse) on Rhodes, a small island twelve miles off the mainland of Asia Minor, was in use when St. Paul, on his third missionary journey, sailed past in a coasting vessel of Adramyttium, in AD 58. The early coastal lights obtained the name "pharos" from an islet off Egypt on which one was erected in 48 B.C. by Ptolemy II (Philadelphus).

The pharos of Alexandria, erected in 284 B.C. by Dexiphanes, an architect serving Alexander the Great who had founded the city in 332 B.C., was one of the seven wonders of the world. At Syracuse, founded by the Corinthians in 734 B.C., Dionysius had erected a pharos in 476 B.C.

The Emperor Claudius, in A.D. 42, erected a pharos at Ostia, at the mouth of the Tiber, on the site of a wrecked ship. He also constructed the Emporium (harbor). There was also a pharos of Ephesus, near the temple of "Diana of the Ephesians."

When the Romans occupied Gaul, and later, Britain, they erected "phares" and signal-stations along the coasts of the English Channel and North Sea. Publius Cassius began trading with Britain from Gaul in A.D. 40, using leather-skinned skiffs of the class seen on Trajan's Column, in Rome. At Do-

ver, on Castile Hill, are the ruins, now about forty feet in height, of a pharos of this period. Until 1775, there was another on the opposite side of Dover Harbor. These lights reveal the fact that the Romans navigated the narrow seas by night, probably to avoid meeting Viking or Saxon pirates.

There existed, in the fourth century, a pharos and signal-station, at Ravenspur, on the Yorkshire coast. Here, in 1412, Henry IV had a light erected in memory of Matthew Danthorpe, a monk who had tended a beacon and in return for his services to seamen had been granted all "sea-wrecks". There were also "lights" and signal-stations at Flamborough and at Spurn, two other Yorkshire headlands. At the latter, where there were difficult pebble banks, Smeaton built a lighthouse in 1776.

Ever since Peter the fisherman became the first Churchman, there has existed a close bond between the Church and the Sea. Seamen have two patron saints, Clement and Nicholas. On the coasts of Britain, towers of churches were built not only for bell-fries, but as beacons to assist the passage of ships.

The "cresset," a brazier type of beacon, was used as the lighting of the early lighthouses. At the entrance of the Crusaders' harbor of Collioure, in



the south of France, the round tower of the fourteenth century was used as a lighthouse. As late as 1760, Bristol merchants restored the tower of St. Eval's Church, Cornwall, to serve as a beacon for the Channel shipping.

One stormy night in the winter of 1314, a ship laden with wine from the Royal Duchy of Aquitaine ran ashore on Atherfield Ledge, on the south-west shore of the Isle of Wight. All the crew were rescued. The salvaged wine — all one hundred and seventy-four casks of it — was sold to the Islanders.

Proceedings were taken against the receivers. One, Walter-de-Godyton, was fined twenty-two marks. He was also ordered to "set up and keep trimmed a goodly light" at St. Catherine's Point, and to build a "chantry for a priest" to pray forever for the souls of those lost at sea.

By 1320 the light and chantry were ready. Some fragments of the latter remain, as does some of the tower which held the light. Both light and chantry were discontinued at the Reformation and for some years there was no warning beacon. A lighthouse was erected here in 1780; some traces of it remain. The present lighthouse dates from 1828 and has been modernized.

The Chapman Light, in Thames Mouth, is first mentioned in 1400. Earlier, the tower of Fobbing Church, Essex, provided a beacon. On the notorious Goodwin Sands there stood, in the nineteenth century, a curious light set on piles, known as the "Light for all nations."

Henry Winstanley designed a lighthouse for Eddystone, in the English Channel, from models made at his Essex home. Begun in 1696, it was completed by 1700. It was swept away in a storm in 1703. Smeaton's lighthouse of 1789 was illuminated by twenty-four tallow candles. (The first reflector was introduced in 1763, by William Hutchinson, a master-mariner of Liverpool.

The last cresset beacon light was at St. Bees, Cumberland, in 1822.)

Since the sixteenth century, all lights, whether coastal or off-shore, around Great Britain and Ireland, have been controlled by the Trinity House, incorporated in 1514. Previously there had been a company of sea-faring men known as the Guild of Mariners. This Guild supported an almshouse in London's Dockland and received a Charter from Henry VIII, always interested in his ships.

On May 20th 1514, a Royal Charter named "oure true and faithful subjects,

shipmen and mariners of this Oure Realm of England, in honour of the Most Blessed Trinitie and Saint Clement Confessor". It established a "Guild of Brotherhood" (Elder and Younger Brethren) perpetually. The first Master of Trinity House was Sir Thomas Spert, Commander of the "Henri, Grâce à Dieu", who was Controller of the Royal Navy.

Queen Elizabeth I confirmed the Charter and granted the Brotherhood a Grant of Arms, and also the authority to erect "seamarks". In 1954, the Lord High Admiral surrendered to Her Maj-

esty "the rights of beaconage, buoyage and ballastage" vested in him, these being bestowed upon the Trinity House. The first lighthouse, as now understood, was erected at Lowestoft, on the coast of Suffolk, in 1684.

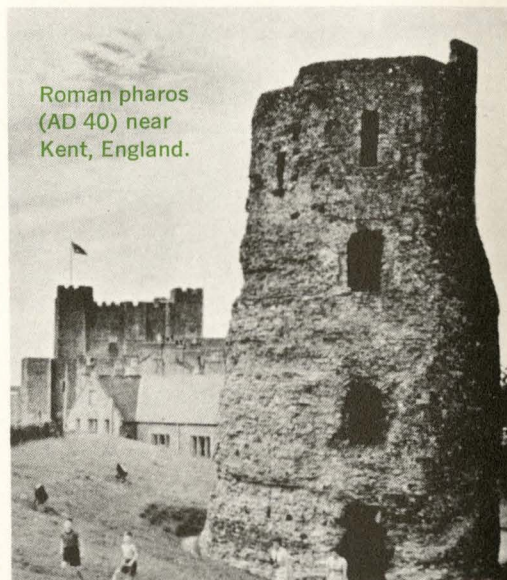
The Crown had issued grants of lights to private individuals who paid rent and collected toll from ship owners. This practice continued for some considerable time after the incorporation of Trinity House and it was not until 1836 that the tenancies of lighthouses held from the Crown were purchased.

In 1615, Sir Edward Howard, "Admiral of the Narrow Seas," retired, and, assisted by William Lamplough, erected a lighthouse on Dungeness, in Kent. He was granted a patent valid for fifty years, rent free, and levied a toll of one penny per ton on passing ships. A record dated 1621 states that one thousand sailors had been wrecked off Dungeness Point before the installation of the lighthouses but that since then there had been no losses.

Many coastal lights in France have long histories, beginning as in Britain, with the Romans as at Boulogne where had been erected the "Triumphal Arch of Claudius" to be a "beacon and a Triumph."

Philippe de Boulogne built at Calais in 1224, a huge tower for a light, signal-station (balneure) and lookout. It was restored in 1808. There were also signal-stations and lights at Pourville-sur-mer and St. Valery-en-Caux.

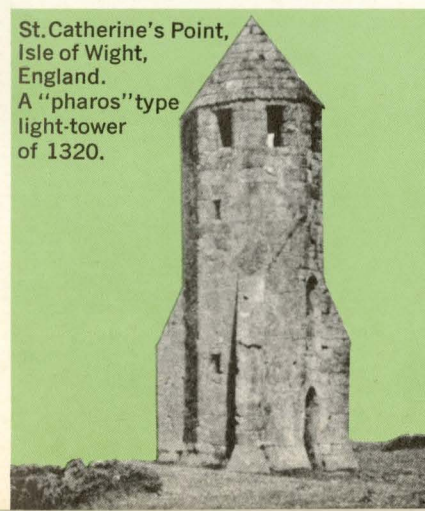
The Phare d'Ailly, south of Dieppe, was erected on the Cap-de-Roches in 1770. Near Le Havre, too, at the head of the Seine estuary, on the low rocks of Quilleboeuf, the "Blanche-Nef" (White Ship) with William, son of Henry of England, on board, was wrecked. All the ship's company were drowned except one, Jacques Benoit of Rouen, who was picked up by fishermen.



Roman pharos (AD 40) near Kent, England.



St. Catherine's Point, Isle of Wight, England. A "pharos" type light-tower of 1320.



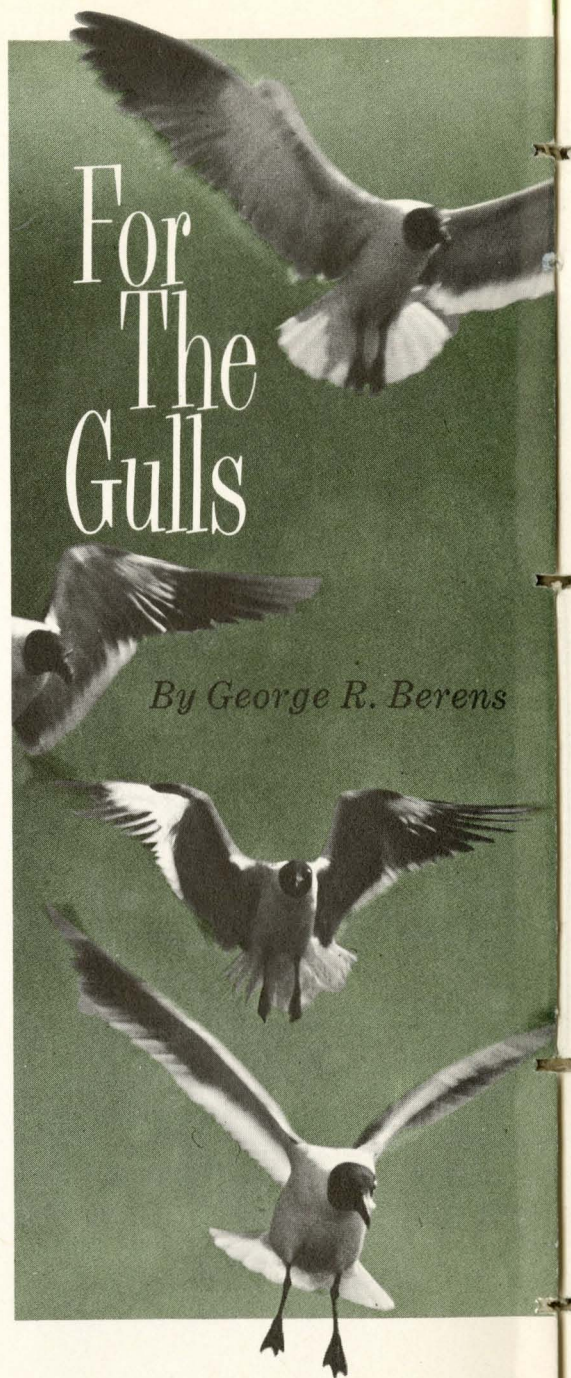
Reading over some former issues of *The Lookout* recently, I came across an article in the April 1967 number headed "Sea Gulls". I have always liked seagulls and so I read it over, and was pleased to note that the author, P. J. Reale, must be, like me, a seagull admirer, for he states, "Who can keep from loving such a bird?" Certainly not the seafaring man. Also he wrote, "Flying high against the blue sky, or sweeping low across the water, he is a creature seemingly without a worry in the world, a beautiful and fascinating sight to see."

Therein he expressed similar thoughts to my own when watching these graceful, happy, noisy birds of the sea. But I also remembered that in my sea career the seagulls that I have so much affection for almost got me into serious trouble.

On one occasion I was appointed chief mate of a smart freighter employed in the South and East Africa trade. As was my custom, I spent the first day aboard this ship, the *Robin Mowbray*, inspecting her from stem to stern, getting acquainted with the layout.

This tour started on the bridge, worked down through the superstructure to the main deck. Then all the way forward. After lunch I had completed looking over all the ship but the after end. By the time I got back to the steering engine room it was mid-afternoon, and I was pleased to climb up to the poop deck and enjoy the pleasant breeze blowing across New York harbor.

Hanging around the guard rail of the poop were half-a-dozen large oil



drums in which the garbage was dumped in port. They were lashed to the rail so that they could be readily tipped over at sea. That is the way garbage is handled on most cargo ships.

Hovering around these drums were several gulls. As is stated in the article before quoted, "Gulls, it is clear, owe their allegiance only to their appetites—and they are hungry all the time." They are great scavengers, too. The scraps from lunch had recently been dumped in the drums, and now the gulls were interested in getting their lunch.

Swooping down, they would land on the rim of a drum inspecting the contents. If there were delectable morsels within they would perform amazing acrobatics to get them. One gull attracted by some scraps on the bottom of a drum otherwise empty had become trapped. He (or she) couldn't get out, there being not enough space to spread wings. I helped this gull escape, then stood watching the antics of the others, making remarks aloud, for, as I've said, I like gulls.

It was next day that I was called up into the captain's office. Never having sailed with him before, I was not acquainted. Present, also, was the shipping company's medical officer who examined all men assigned to the ships. I was told to be seated and the captain said, "The doctor would like to ask you a few questions."

This surprised me for I had taken my routine physical a few days before, and the questions put to me only heightened my perplexity. After about a half-hour of this I was dismissed still wondering what it was all about.

We left for sea a few days later with

me still bewildered about the incident. It was not until a couple of months later that I found out the reason for the interview.

The ship was in Mombassa then. One evening I was sitting in a deck chair alongside the captain, enjoying the cool breeze after a hot and tiring day. By then I had become well acquainted with my superior, a very pleasant and capable shipmaster. Laughing, he told me as we sat there outside his cabin why I had been questioned by the doctor.

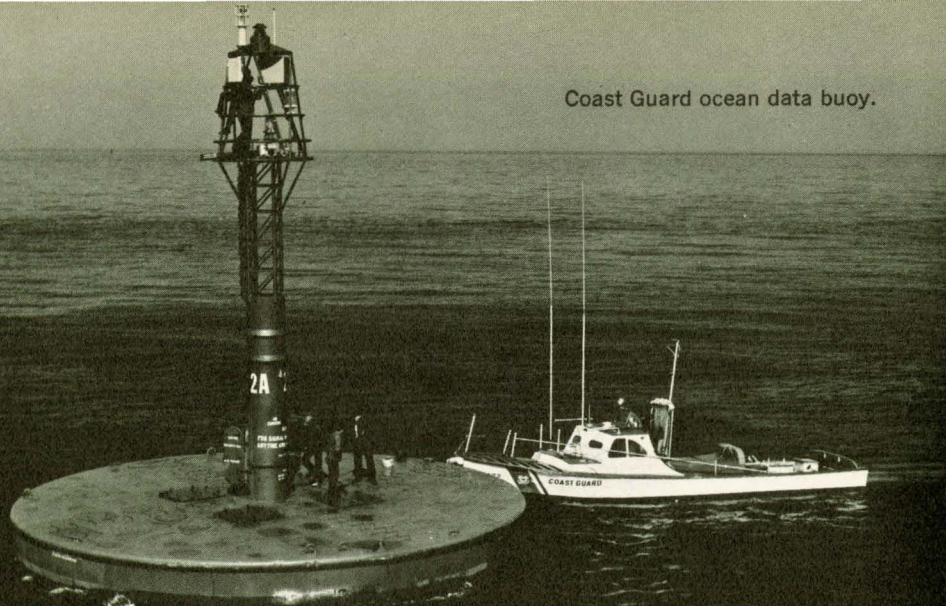
It seems that while I was admiring those seagulls in New York, and rescuing one from the garbage drum, my performance had been observed by the chief steward. He had gone up to see the captain, and had reported, "I think there's something wrong with that new chief mate, captain. A short while ago I saw him back aft playing with some seagulls and talking to them . . ."

He went on to describe my conduct in detail, perhaps exaggerating a little. If there is anything a shipmaster doesn't want it is an eccentric or odd man in his crew—especially as chief mate. So my captain had thought it best to have me interviewed by the company doctor before the ship started on her long voyage. Apparently I had not been considered "too far gone."

Yes, I still greatly admire and have affection for seagulls, even though I had found out that my fancy for them could be embarrassing. But they are, on the wing over the water, a picture of grace and freedom. Even perched at the very top of a ship's mast, a favorite spot for them, they make even an agile seaman think how limited is his ability.



Coast Guard ocean data buoy.



THE INDISPENSABLE BUOYS

As every mariner will know, buoys are floating structures moored to the river, estuary or coastal sea bottom and used as navigational aids according to their shape, color, top mark, light and radar reflector.

Buoys mark banks, rocks, shoals, wrecks, the edges of channels and fairways, the position of the ship's anchor, telegraph cable, fishing grounds, out-fall sewerage pipes and areas allocated for naval and military practice firing or bombing. They are constructed of wood and iron, but more usually now of aluminum or other non-corrosive metal and fiberglass and plastics have also been employed.

The word "buoy" was derived either from the Italian *boia* or Dutch *boie*, which means to make stationary, to fasten, to fetter. Because of their varying shapes and uses they have corresponding names, such as the can buoy, nun buoy, bell buoy, cage buoy, mooring buoy, spar buoy, poller buoy, etc.

The first buoys were made in the early 18th century, although other forms of warning object had been used prior to this.

Early types of buoys were made of

wood in the form of float with a mast and red pennant flying; the buoy warned of danger. These buoys were often constructed by barrel-makers and were in reality air-filled casks weighted with a heavy iron plate at one end that was anchored to the river or coastal bed. Sometimes they were painted red or black according to their position.

The double-conical nun buoy, used for mooring, has a rather curious history and was first used in Italy in the 18th century. It was named "*nonna*", derived from the Latin, being the feminine of *monk*, and is said to have been given this name from its shape — two cones joined at the base, which, when fitted with a sinker and floating in the water, has a marked resemblance to a nun's headdress, the "hooded nun" being a nautical nickname for the buoy.

The first examples of Italian nun buoys were made of oak staves by barrel makers, being bent to their shape in boiling water and bound in bands of wrought iron for strength. In the early 19th century nun buoys were made of cork soaked in boiling tar with bands of iron. Later other buoys were made from cork logs banded with iron for strength.

Following this, buoys were made of plated iron and steel divided into air-filled watertight compartments to make them unsinkable. Next there were iron buoys of heavy plating bent to the double conical and other shapes; also buoys in cast iron sections, followed by sheet iron and riveted buoys. The gas buoy was filled with compressed gas and a suitable burner so that the gas, being lighted, burned continuously, giving essential guidance at night.

With various countries using different buoys for different purposes, some standardization became urgent. In 1883, a conference of world nautical authorities decided on and adopted standard regulations for buoyage. The colors red and black were chosen to indicate buoys, stripes, checks and other colors were also used.

Although other scientific navigational aids are being introduced, the buoy is far from obsolete. In Britain, Trinity House has ordered an automatic navigational buoy, weighing 40 tons plus an equal weight of sea water

ballast and 40 feet in diameter, costing £118,000, to replace the light vessel at the Shambles, six miles off Portland Bill, Dorset.

It will show a powerful light 40 feet above sea level and sound fog warnings, carrying electronic aids to navigation, including a radar beacon and radio beacon.

Two other light vessels were replaced by Trinity House with buoys in 1968 and in the long term is planning to replace thirty-two more light vessels with buoys, also the "Royal Sovereign" lightship with a £500,000 light tower.

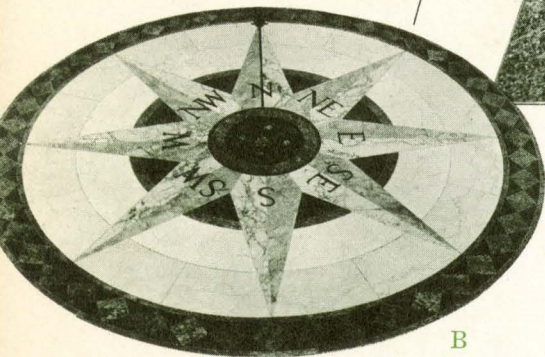
The United States Coast Guard has its National Data Buoy Project, a satellite communications experiment using an ocean data buoy sited in the north Pacific, 1500 miles north of Hawaii, and is part of the Coast Guard program to develop systems of unmanned ocean data buoys which will continuously and automatically measure and transmit environmental information from the seas, particularly weather and ocean reports.



Conventional bell buoy.

by Dane John

N
of
**THE
 COMPASS
 ROSE**



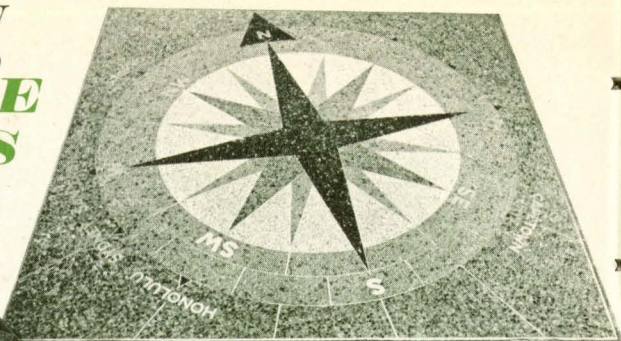
B

Prior to the development of the compass the early Mediterranean navigators were guided by the *rosa ventorum* or wind rose. The rose marked off on their charts the eight principal winds upon which they were dependent. Probably named in the Temple of the Winds in Athens they were: *tramontana*, *greco*, *levanter*, *sirocco*, *ostro*, *africo* (or *libeccio*), *ponente* and *maestro*.

The north point on some of the oldest wind roses was marked with a T (for *tramontana*), a broad arrowhead or a spear which eventually developed into a fleur-de-lis by 1492 — still almost universal on the compass rose. To mark the east the L (of *levanter*) became a cross and continued as an elaborate ornamentation on British compass cards well into the 19th century.

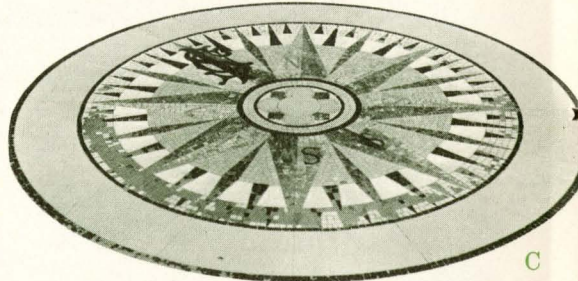
The earliest recorded reference to the compass was made by Francesco da Buti, the Dante commentator. In 1380 he wrote that "sailors use a compass at the middle of which is pivoted a wheel of light paper, on which wheel the needle is fixed and the star (wind rose) painted."

The naming of the intermediate subdivisions of 32 points or rhumbs is probably the work of Flemish naviga-



A

(Editor's Note: We are indebted to Ocean, publication of The Ocean Stream Ship Group of England, and the National Maritime Museum at Greenwich for permission to use the material and illustrations published in the July 1968 issue of Ocean.)



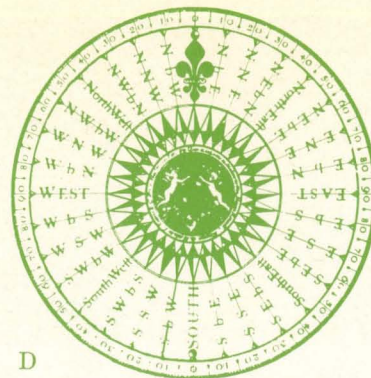
C

tors and was recognized as early as 1391, in the time of Geoffrey Chaucer. Some roses were divided into degrees for more accurate reading in the 17th century but the division into 360 degrees, from north clockwise, waited until the 19th century.

Early in the 20th century the first gyro-compass was fitted aboard ship and the design of the rose used on magnetic compass cards was adapted to the new navigational instrument.

Compass rose has always been one of the traditional motifs to be found at the Institute. Design A is to be found in the floor in front of the passenger elevators of the new building. B and C were set in the floor of the South Street building — one in the entrance area and the other in the main lobby.

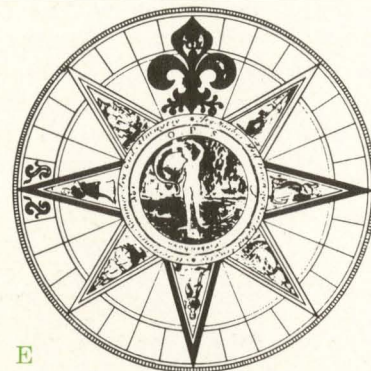
D. Azimuth compass card by Seller & Price, circa 1710. With fleur-de-lis at



D



H



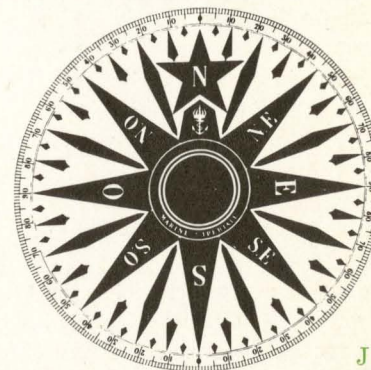
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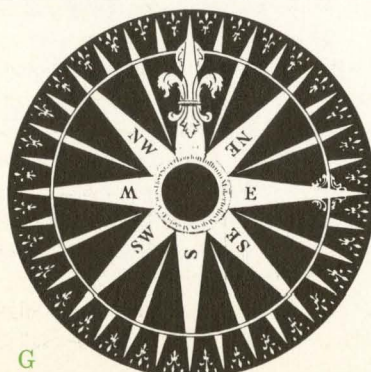
I



F



J



G



K

Address Correction Requested

THE COMPASS ROSE

(Continued from page 18)

north the cardinal and half cardinal points are spelled out and the remaining rhumbs abbreviated.

E. Danish overhead compass card of the 18th century. Cardinal points contain figures of Faith, Hope and Charity while half cardinal points contain sailing ships and historical scene.

F. Overhead compass card of the 18th century by J. Diderichsen. In color this decorated card has its points represented by sailing ships and figures of a bird, a reptile, a fish and a bull.

G. Card for Dr. Gowin Knight's steering compass made by George Adams, circa 1790. On a black background, this card has fleur-de-lis at north.

H. Captain Charles Phillips' compass card, 1825. North is decorated with a small leaf but the remaining points and half-points are simple white triangles on black background.

I. Royal Navy compass card, circa 1830. North is indicated with an unusually ornamental fleur-de-lis with a crown directly below.

J. French Navy card of about 1869 with star and letter at north and crown over anchor directly below. Note the absence of fleur-de-lis and the rose divided into degrees.

K. Constellation compass card of the 20th century supplied by New York Nautical Instrument & Service Corp. of 140 West Broadway. North is still ornamented but the rose is divided into 360 degrees from north clockwise.

THE MERMAID A MYTH?

(Continued from page 10)

More likely is another theory that mermaids originated from confusion with seals, which do have a more human appearance from a distance, with a rounded head, hand-like flippers, fish-like tails and large limpid eyes. They also recline on rocks in human postures as mermaids are claimed to do. The seal also makes sounds which could be taken for the "singing" of a mermaid.

It might be thought these explanations would finally kill off the legend of the mermaid; but no, on the Isle of Man coast, between Ireland and the U.K., red-haired mermaids are supposed to have been seen in recent years by many sensible people.

In August, 1961, the Manx Tourist Board offered a prize for the capture, with a net, alive and uninjured, of a mermaid, during an Angling Week. No hooks or other baits were to be used. Fishing and aqualung enthusiasts took part. No mermaids were seen.

About the same time, six Portuguese fishermen claimed to have seen three mermaids singing on a rock. Landlubbers laughed, so they took along a doctor and schoolmaster on their next voyage. Both said they saw three creatures who looked like mermaids. When attempts were made to capture them the mermaids dived into the sea and vanished. Unfortunately no one thought of taking along a camera and photographing the creatures for identification. So mermaids live on.