

The LOOKOUT

DECEMBER 1957



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore center 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 give the Institute its real value for seamen of all nations and all faiths who are away from home in New York.

A tribute to the service it has performed during the past century is its growth from a floating chapel in 1844 to the thirteen-story building at 25 South Street known to merchant seamen the world around.



The LOOKOUT

VOL. XLVIII No. 12

DECEMBER, 1957

Copyright 1957 by the

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

CLARENCE G. MICHALIS
President

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

THOMAS ROBERTS
Secretary and Treasurer

TOM BAAB
Editor

FAYE HAMMEL
Associate Editor

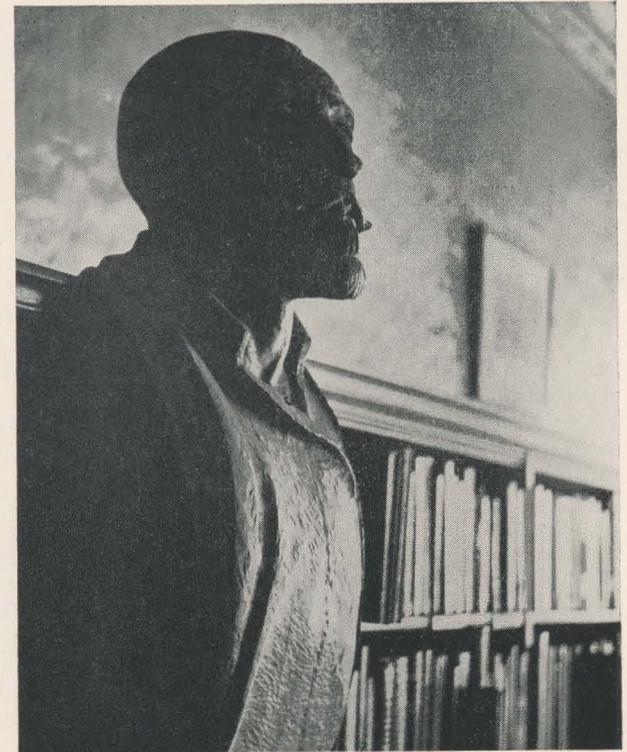
Published Monthly \$1.00 yearly 10c a copy

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

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

THE COVERS (front and back): Santa did get aboard. See page 11.

Anniversary for Conrad



THIS month marks the 100th anniversary of the birth of Joseph Conrad. Scholars, sailors, students — indeed, anyone who has ever shared one of Conrad's incredible voyages into the far reaches of the human heart — will join in paying tribute to that remarkable Polish-born seaman whose novels have become touchstones of English prose. Yet probably no tribute would have pleased Conrad himself so much, could he see it, as one which has been going on now for 23 years at the Seamen's Church Institute of New York, its Conrad Memorial Library.

"My husband had always a very real liking and sympathy for all seamen and was very proud of being one himself," Mrs. Jessie Conrad wrote the Institute in 1934 when the new Conrad Library was dedicated. Christopher Morley, the chief spokesman for Conrad's admirers at the opening ceremonies, told how Conrad had politely declined an offer of knighthood

from the British crown, because he wanted nothing "ever to stand between him and the men whose humble fortunes he had shared under the red ensign." He wanted no barriers between him and the seamen he called "his brothers."

Conrad Library was opened in May of 1934, one of the first permanent libraries to serve exclusively the seafaring men Conrad loved so well. During the bleak months of unemployment in the 30's, many seamen found it a haven, a place to spend their time on the beach doing something constructive. A young seaman named Eugene O'Neill was one of the library's patrons in those days. With the coming of war, merchant seamen found ships again, and Conrad Library worked especially hard at placing books aboard ship for reading at sea. In June of 1941, the library was able to round up a supply of 2400 books and magazines for distribution to British seamen based at Gibraltar. During the

peak of the war, more than 1800 books a month were sent to merchant sailors engaged in the grim and monotonous business of ferrying men and supplies across the oceans.

Today Joseph Conrad would find the library a busy and cheerful place, a good place in which to read, study or browse. It circulates 9,000 books a year, and dozens of seamen use its quiet reading room every day. They are well reminded of Joseph Conrad. Dominating the room is a slightly larger-than-life-size wood carving of Conrad by the British sculptress Dora Clarke. Done in the form of a ship's figurehead, it depicts the vigorous Conrad of middle years. His widow called it the most lifelike representation of her husband that had been made.

Then there is Charles Robert Patterson's painting of the *Torrens*, one of the last of the London sailing ships to carry passengers, and the one on which Conrad, as chief officer, made the final voyage of his sailing career. It was a particularly important ship for Conrad, for it was here that he is said to have begun his first novel, "Almayer's Folly," which was later published in 1895.

Sailor readers at Conrad Library can also see a page of the original manuscript of "The End of the Tether," a picture of the barque *Otago*, Conrad's first command, and a brass porthole from the *Otago*

brought from Australia to New York on the ship *Joseph Conrad* by its master, Alan Villiers, in 1936. A large group of works by and about Conrad, including a number of out-of-print items difficult to obtain elsewhere, are also part of the library's Conrad collection.

Who reads Conrad today? "Mostly," says Librarian Elizabeth Colman of Conrad Library, "those readers who consider Conrad not only as a sea writer, but as a literary stylist and as an explorer of the human soul. Among seafarers today his popularity is no longer at its peak. Of course," she says, "he still has his faithful readers, especially among older seamen who want to relive the romantic past of their seafaring days or who like exciting tales written by a man who knows the sea and foreign lands. But they comprise a fairly small group. Most of the seamen who come here, when they want to read stories about the sea, will choose something more recent, perhaps by De Hartog, Wouk or Nordhoff and Hall, to name a few of the most popular sea writers. Conrad ranks about where Melville does with seamen readers — the voice of a master, but from another era."

Most of the seamen who use Conrad Library, in fact, do not have a particular bent toward sea stories. As a group, their tastes are as varied as the next fellow's, and they are interested in and read every-

thing from Marcus Aurelius' *Meditations* to *Peyton Place*. Many are rounding out their education and do serious work in subjects like history and philosophy. Others work to advance their ratings and spend weeks studying the library's collection of technical marine literature. Some just have fun reading mysteries and westerns. And then there are those who follow up a special interest—like the seaman who read up on numismatics in order to spot treasures among the coins he would get in foreign ports. Or the man who studied mineralogy to help him in his search for uranium deposits. Dictionaries and reference books get constant use from those trying to improve their mastery of the English language.

For men at sea, Conrad Library distributes about 19,000 books every year. Bundles of books, in many languages, are placed aboard ships in New York harbor by Institute Ship Visitors. Many seamen come to the library themselves to collect enough books—which need not be returned—to last them for many long



Seagoing books from Conrad Library travel to every part of the globe.

months at sea. Of course there are no statistics available, but perhaps it is on ship where the seaman reads, or thinks about Joseph Conrad the most. For in those silent hours when a man faces nothing but himself and the trackless sea, perhaps he shares with Joseph Conrad what that writer has called "the latent feeling of fellowship with all creation . . . the subtle but invincible conviction of solidarity that knits together the loneliness of innumerable hearts."

Taxes May Be Inevitable, But . . .

. . . there are a great many ways to reduce them. Because the government favors private support of education, religious organizations and philanthropies, it will, in effect, share the costs of such gifts with you. The law allows any taxpayer to give up to 30% of his income to charity and take it as a tax deduction. And tax lawyers have refined endless methods to help clients reduce tax payments — with Uncle Sam's blessings. For example:

Temporary trusts can be used advantageously by those with fluctuating incomes who want to lower their tax bracket in good business years.

Or, stockholders who want to diversify long-term holdings but hesitate because of heavy capital-gains taxes can donate the stock to a tax-free trust on condition that it will be sold and reinvested with the income going to the donor for life.

There is no limit to the use of trusts and charitable donations to cut taxes. Your own tax adviser or attorney can advise you best. Think of your contributions to philanthropy this way: *Net Cost After Tax*. Remember that the higher your tax bracket, the more the government shares in your giving.

All contributions to the Seamen's Church Institute of New York are tax exempt.

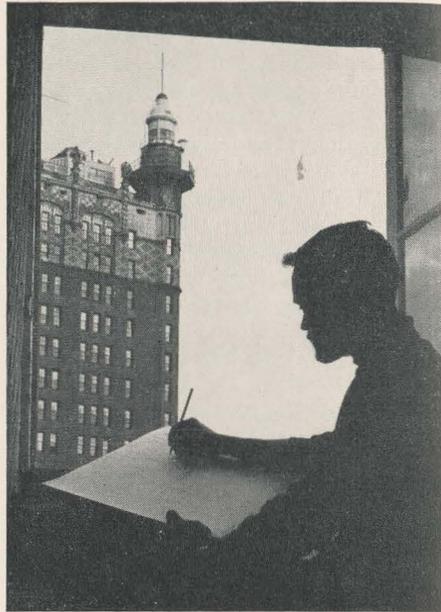
Librarian Elizabeth Colman and seamen readers at Conrad Library.



Bohemia on South Street

Go from Corlear's Hook to Coenties Slip, and from thence, by Whitehall, northward. What do you see?

Melville, Moby Dick



Bob Clarke's waterfront studio overlooks a familiar view.

ALTHOUGH the clippers no longer arch their bowsprits over the South Street that Herman Melville saw a century ago, the view from Coenties Slip is still one of the most interesting in the world. Today it is being looked at afresh by the eye of the painter. Across Jeannette Park from the Seamen's Church Institute, on the other side of Coenties Slip, is the nucleus of a small art colony that has taken root in a neighborhood once better known for waterfront boarding houses, ship chandleries and tattoo parlors.

Fleeing the heavy foot of progress that has made Greenwich Village fashionably expensive and increasingly middle-class, a small group of artists have discovered one of the city's last refuges from conformity. Along the East River waterfront, from Brooklyn Bridge to the tip of the island, they live or work in artfully decorated lofts where sunlight slanting in off the river creates the ideal lighting for a painter and where the usual man-made noises of the big city give way to the wilder calls of sea gulls. About a dozen artists have drifted down to the neighborhood, one by one, in the past five or six years. Two years ago some of them discovered Coenties Slip. Today four painters have loft studios there, in ancient buildings that a hundred or two hundred years ago served as warehouses for the sailing ships that docked in the Slip before it was filled in. One of the lofts still has an

enormous hoist and wheel apparatus that was used to handle cargo centuries ago.

Two of these young painters, Robert Clarke, an Indiana boy who has studied art in Chicago and Edinborough and Jack Youngerman, who came to New York from Kentucky via a ten-year stay in Paris, have just started an art school at 27 Coenties Slip. To date, the Coenties Slip Workshop has about 20 students from all over town, a polyglot group including an architect, a barge captain, a sign painter, a local hardware merchant, an archaeologist and a bookkeeper for a union. Two merchant seamen who stay at the Seamen's Church Institute are students, during their time on the beach. Many of the students are interested in marine painting and often set their easels up on the docks in warm weather to paint the tugs and small boats that pull up at these East River piers. In cold weather they make quick sketches out on the docks and go back to the studio to finish their work. Beginners have the advantage of being in classes with the professional painters in the neighborhood,

While Jack Youngerman paints, his 18-months-old son Duncan supervises from a comfortable perch in the corner of the loft. To the right is a segment of a giant hoist and wheel apparatus which centuries ago handled cargo from sailing ships that docked in Coenties Slip.



who come to the Workshop to sketch the live model.

Although none of the serious artists do marine scenes — they consider themselves abstract painters — they feel that living near the waterfront has a definite influence on their work. "There's a kind of lyric quality about the sea that makes itself felt in your canvases," one of them put it. And there are other, more tangible and more unexpected things to delight the eye of the artist here — like the leaves of the very rare Ginkgo trees which grow in Jeannette Park and which serve as the inspiration for a design one of the artists is working on.

Not everyone in the new Bohemia is a painter, but he is a serious artist or craftsman of some sort. There is a weaver in the neighborhood, a woman who makes films on painting, and a well-known poet who actually founded the colony about ten years ago. Perhaps the most impressive quality about the group is their seriousness. Refreshingly unlike the residents of most Bohemias, they spend little time talking about their work, most of their time actually engaged in it.

Those who live in the neighborhood full time — and there are a lucky few who have residential leases, like Jack Youngerman who lives in a loft above the Coenties Slip Workshop with his French wife, Delphine and their small son Duncan, have

a very close attachment to their little community. "There's a kind of end-of-the-world feeling about Coenties Slip," he says. "We couldn't imagine living anywhere else in New York, and we have little desire to go back into the city, except maybe to see an exhibit. If this area goes — and they're talking about parking lots and housing projects — well, this is the end of the island, and where to from here?"

— FAYE HAMMEL

Bob Clarke at work in his Coenties Slip studio.



The World of Ships

FOR THANKSGIVING

The *Mayflower II* spent Thanksgiving appropriately at Plymouth, Massachusetts. After being on display all summer at a New York pier, the well-known reproduction of the well-known ship was towed to Cape Cod and turned over to Plimoth Plantation, an historical society. She will stay in Plymouth permanently as part of a restoration of the original Pilgrim settlement.

Before leaving New York, the *Mayflower II* went into drydock at the Bethlehem Steel Company yards in Brooklyn for an overhauling which included scraping the hull of barnacles, painting it with green copper anti-fouling paint and recaulking seams above and below the water line. The hull was in excellent condition, a spokesman for the yard said.

SALT, ANYONE?

The New South Wales Underwater Research Group recently held its annual dinner ten feet under the waves of Clovelly Bay in Sydney, Australia. Glasgow's *Nautical Magazine* reported that the guests wore dinner suits and evening gowns over their aqualung equipment and sat on wooden seats around a weighted table set with flowers, glasses, waterjugs and plates held down with enough pebbles to keep them from floating away. Guests fried steaks and eggs in a metal cooking drum and ate that, ice cream, oysters and fruit. Liquid refreshments — beer and lemonade — were drunk with straws from bottles held upside down perfectly still to prevent their contents being diluted by salt water.

"Guests of honor" at the banquet were a four-foot shark and two fiddler rays tethered near the table. The diners found eating tedious work as they had to remove their aqualung mouthpieces for each bite.

Table manners were difficult to control; diners frequently grabbed at food as it floated away. Between courses, four models, all members of the club, paraded past the guests, who kept their seats by wearing the customary skin diver's lead belt. The heavy surge of an incoming tide upset the table and ended the dinner and the research for that day.

WOMEN AND PSYCHES FIRST

Reflecting on what they saw while the *Andrea Doria* was being abandoned, two New York psychiatrists have suggested that one of sailor's oldest rules — "women and children first" — should be rephrased into something like this: "women and motherless-children-accompanied-by-a father first."

In the current American Journal of Psychiatry, Drs. Paul Friedman and Louis Linn cited "disastrous psychological consequences" that frequently result when children are separated from their parents at a time of catastrophe. They pointed to some "tragic separations and isolations" that occurred when children were taken from the *Andrea Doria* ahead of their parents.

The writers did not confront the ultimate dilemma created by their advice: if there seems to be not time or room to save all the children and all the fathers, do we save the lives of all the children, or the psyches and fathers of some of them?

OCEAN SEARCH

The three-masted schooner *Vema* sailed from New York last month and headed for the South Atlantic, Cape Horn, the Indian Ocean and the Mediterranean on a 10-month research cruise that should lead to important scientific findings.

An oceanographic research vessel for the Lamont Geological Laboratory at Columbia University, the 533-ton vessel will undertake this cruise, the longest one in her history, as part of International Geophysical Year. The 13 scientists aboard will pay special attention to the study of the geologic structure of the sea bottom, especially near the edges of the continents; the patterns of circulation of ocean water at great depths; the transmission of sound through sea water, sediment and the ocean bottom and the carbon dioxide content of the surface water and ocean air.

Enroute, the *Vema* will do research along the South American coast with the Argentine Navy ship *Babia Blanca*. She will be joined on the east coast of Africa by the *Atlantis*, a research vessel of the Woods Hole Oceanographic Institute in Massachusetts.

SWEET SHIPS

A new fleet of ships, owned and controlled by British interests, is set to take shape in Cuba.

Dr. Joaquin Martinez Saenz, president of the National Bank of Cuba and economic adviser to the Cuban Government has announced that his country and a group of British engineering firms have signed a "declaration of common purpose." They plan to build a fleet of about 25 ships of 5,000 tons each (or fewer and larger vessels), to be registered in Cuba and to be primarily engaged in carrying sugar.

More than 3,000 Cubans will be employed in the project. As an incentive, Cuba will exempt from taxation both the shipyard and each ship built there for the first five years of its service. Cargoes carried in these ships will also escape a six percent freight tax imposed on cargoes loaded in foreign ships.

THINGS TO COME

Space ships may seem more exciting than submarines these days, but according to the skipper of the world's fastest sub, the *Albacore*, the future is going to see some underseas craft that are pretty much out of this world, too. Writing in a recent issue of *Ships and the Sea*, Lt. Comdr. Jon L. Boyes, USN, predicts: commercial submarine freighters of up to 12,000 tons, with no military gear and plenty of space to carry cargo; submarine passenger liners which would dive to a predetermined depth and then by automatic pilot whisk across to Europe in about two days; submarine tankers to carry oil across the oceans at speeds impossible today; underwater tugs that could haul any number of underwater barges across the ocean at 15 to 20 knots; salvage subs that could make short work of practically any type of wreck; and oil-drilling subs that would take down caissons in which men would work to drill wells.

Well, why not?

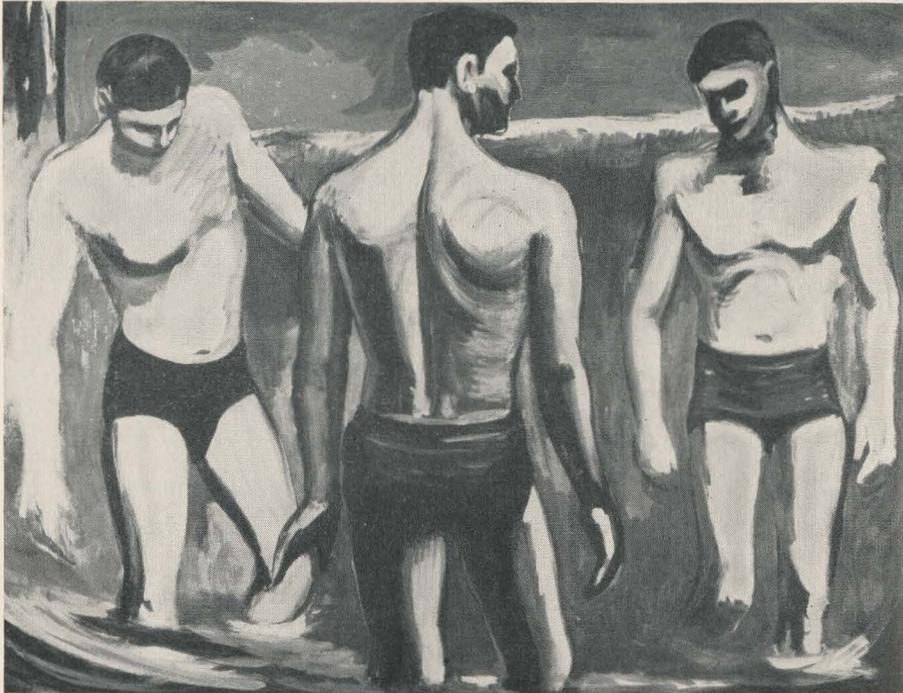
SCRAP HEAP

About one hundred wartime Liberty ships will be scrapped within the next 12 months.

According to Maritime Administrator Clarence G. Morse, those chosen for the scrap heap will be the most decrepit of the 1400 World War II Liberties currently laid up in the Reserve Fleet. The Reserve Fleet will be replenished, he said, with currently operating ships accepted as trade-ins while newer and faster ships replace them in the active fleet.

The addition of these ships, said Morse, will materially upgrade the merchant ship reserve strength.

As a start, orders have already gone out to the three Coast Directors of the Maritime Administration to select two Liberties from each of the Reserve Fleets to be made ready for the wrecker's torches.



This life-size canvas of **THE BATHERS** won first prize of \$100 for seaman Harry Manis. The judges praised his "originality of concept and vigor of attack." Manis brings several years of academic training to his painting, which he finds time for between ships.

Steward Edouard Mace of the S.S. *Liberte* won second prize of \$25.00 for his craftsmanship in painting **THE TOWER**.

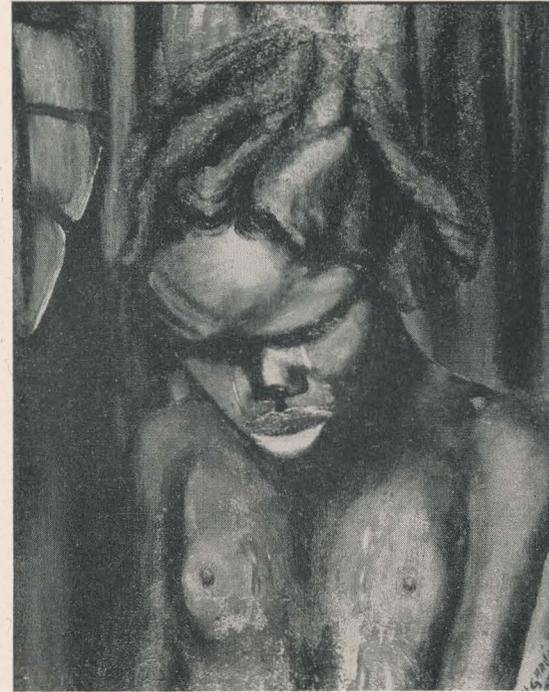


Oils and Salt Water: 1957 Winners

PRESENTED here are the prize-winning entries in the 1957 Oil Painting Contest sponsored by the Institute through its Artists and Writers Club for the Merchant Marine. Judges Gordon Grant, Bertram Goodman and John Noble selected the winners from a field of 44 entries.

All but one of the paintings were representational; the favorite subjects, the sea and scenes in foreign ports. One of the judges mused: "I wonder why no sailor ever paints the inside of his ship?" And another answered: "Well, American painters in general don't paint what they see and they don't paint their own time. Sailors today still like to do sailing ships; maybe in another hundred years or so they'll start painting that ancient vessel, the tanker."

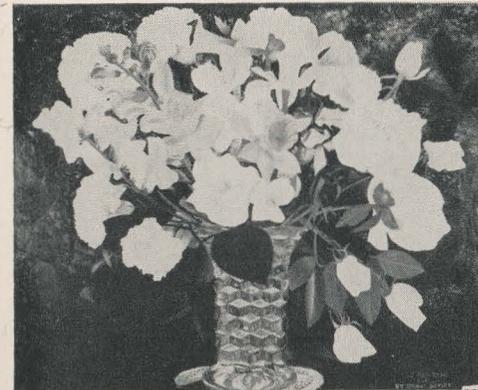
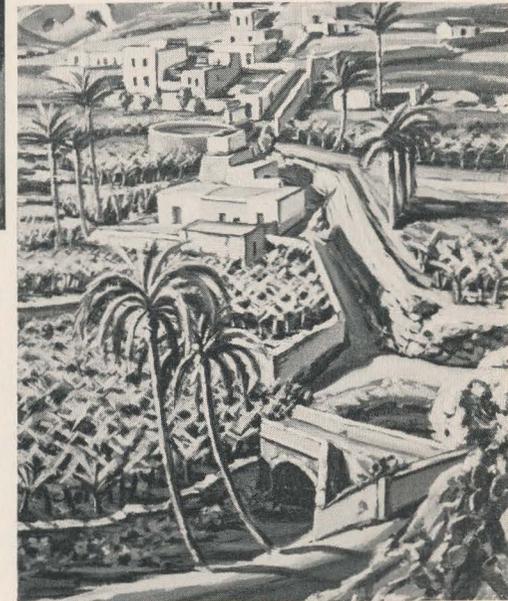
The paintings will be on view to the public in the Artists and Writers Clubroom on the third floor of the Institute, 25 South Street, from 9 to 5, weekdays until January 15.



P. Le Garles, a crewmember of the S.S. *Ile de France*, took third place and a prize of \$10.00 for **AFRICAN GIRL**. His ability to evoke powerful emotion won praise from the judges.



Vincent Trujillo, a crewmember of the S.S. *Bolivar*, received honorable mention for **PLATANES**. The judges commented on his ability to depict a highly detailed scene with clarity.



For his "very competent work" in painting **THE RED ROSE**, Thomas Difley of New York won honorable mention.

For his success in capturing the dreamlike yet real quality of **SOUTH SEA**, Robert Clement of New York won honorable mention.



September Christmas



This Christmas story, written by a crew-member of the S.S. *Excambion*, is perhaps the best kind of Christmas story because it didn't happen in December . . .

WE were on a wonderful summer cruise through the Mediterranean and had visited more than ten exciting ports — in Spain, southern France, Italy, Lebanon, Egypt and Greece. The last port of call had been Barcelona. All of our 125 passengers aboard were bringing back pleasant memories of the voyage, except one unfortunate lady.

She was a middle-aged school teacher from New York who had made the trip alone. She had gone ashore to shop in wonderful Barcelona when, by an awful stroke of fate, she stepped into the path of an oncoming street-car and was badly hurt. Perhaps it was just another traffic accident — but the wheels of the car had severed her foot right above the ankle. She was rushed to a nearby hospital.

They brought her aboard the night before sailing. A few hours later she received a beautiful bouquet of flowers with a card that read "We too went to school. Thanks for everything." A few days later, when our unfortunate passenger learned what had happened, she began to wonder who had sent her the flowers and the nice note. It turned out that two real salty characters in the crew, who had established a none-too-envied reputation in the fraternity of "night-owls, sea-going winos and gin-mill Don Juans," were the donors. All of us on board were surprised!

These two liquified "sea-dogs" had actually been seen dragging each other up the gangway getting back from their shoreside galavanting that night. When they heard of the terrible thing that had happened to one of the ship's passengers, they turned right around, stumbled back down to the dock, headed for a flower shop in town, and bought the lovely bouquet.

This wonderful demonstration of sympathy and understanding, coming from the two people it was least expected from, acted as an inspiration to everyone aboard. The teacher had been alone in the world most of her life. She had no one to turn to for financial aid when she got back home, and the ship's doctor had said she'd be unable to work for at least another six months. What had seemed a future of relative security as a teacher at her age had suddenly been turned into a nightmare of worry and frustration. The trip had cost most of her savings.

But suddenly the wheels of friendship and good fortune began to turn. A collection made among the passengers amounted to over \$1200. They all donated generously, and held an auction of souvenirs and gifts which they had bought abroad. They even auctioned an autographed recording of a popular song written by one of the ship's officers which had just been released in the States. The officers and crew also made contributions of over \$500. The ship's doctor gave his time and services with no thought of compensation.

It was an overwhelming tribute to the teachers of America — and a fine demonstration of gratitude to a woman who had been one of them for 25 years. From education we try to learn how best to live. Those two "good-time Charlies" in the crew may not have learned very much — but they surely hadn't forgotten the meaning of the word gratitude. They knew enough about life to think up and write that simple but inspiring thought — "We too went to school. Thanks for everything."

The teacher may have lost her leg. But I don't think she'll ever lose faith in the basic goodness of human beings.

— WILBUR L. MOTTA

BOX SCORE

Starting as early as October and with the help of Ship Visitors from the Seamen's Church Institute, Santa made it aboard at least 80 ships in New York Harbor scheduled to be at sea on Christmas Day. Each man aboard these ships will receive a package containing ten individually wrapped gifts, all purchased and prepared by the Women's Council of the Institute.

Vela 43
Exford 49
Extavia 46
Exceller 46
Exchester 49
Exmouth 50
Exemplar 46
Haiti Victory 50
Blue Jacket 55
Mormacow 52
Pioneer Mill 56
Mormacsea 50
Pioneer Cove 52
Mormacmoon 51
Pioneer Mart 59
Mormactide 53
Steel Voyager 47
African Dawn 50
Moline Victory 45
Mormacsun 51
Pioneer Gem 50
Mormacwind 50
Steel Traveler 46
Mormacmail 54
William O'Brien 40
Flying Endeavor 44
Steel Fabricator 46
African Pilgrim 50
Kingsport Victory 50
President Grant 50
American Clipper 50
American Reporter 50
South African Trader 60
President Monroe 130
African Endeavor 100
South African Pioneer 60
Pioneer Reef 49
Other Ships 1011

4577

Gift Packages
To Men At Sea

PLUS:

1152

To Hospitalized
Seamen

1064

To Institute
Guests

6793



Book Watch

SKYSCRAPER ISLAND

Sturges F. Cary

Coward-McCann, New York, \$1.95

Subtitled "How Ships Built New York," this new volume in the series of Challenge Books for young people is both simple and substantial, and a good beginning to the New York story for adults, too. It shows how New York's trade in fur and flour made the city an important port in the 1600's, how its capture of all the chief water shipping routes — inland, coastal and transatlantic — in the 1800's made it the most important port in the country, and how the port dominates the life of the city today. This is another good effort in Challenge Book's plan to show the dynamic effects of geography on people and the modifications people have made on geographical features. *Illustrated with maps and photographs.*

VOYAGER TO DESTINY

Emily V. Warinner

Bobbs-Merrill, Indianapolis — New York, \$4.00

In 1841, when the Forbidden Kingdom of Japan still closed its doors to foreigners and forbade its natives to leave on pain of death, a 15-year-old fisher boy was catapulted out of that society and transplanted into a strange new world. Shipwrecked on a tiny island, Nakahama Manjiro was rescued by the crew of an American whaler and brought, as the guest of the captain, to the whaling town of Fairhaven, Massachusetts. He was the first Japanese to come to the United States and be educated here.

Manjiro won his first mate's license and success by western standards, but ten years later he determined to go back to Japan, even though he knew it would probably mean execution. He survived, and stayed to become an important aid to his people in negotiating with Commodore Perry and a United States Fleet and in helping to break down the barriers between the two worlds he spanned.

Miss Warinner's book is an important contribution to American-Japanese history as well as an exciting adventure story. Delightful illustrations of American whaling towns and sailing ships as seen by Manjiro's oriental eye add to the charm and interest of the book.

MAN ON HIS ISLAND

James S. Rockefeller, Jr.

W. W. Norton & Co., New York, \$3.95

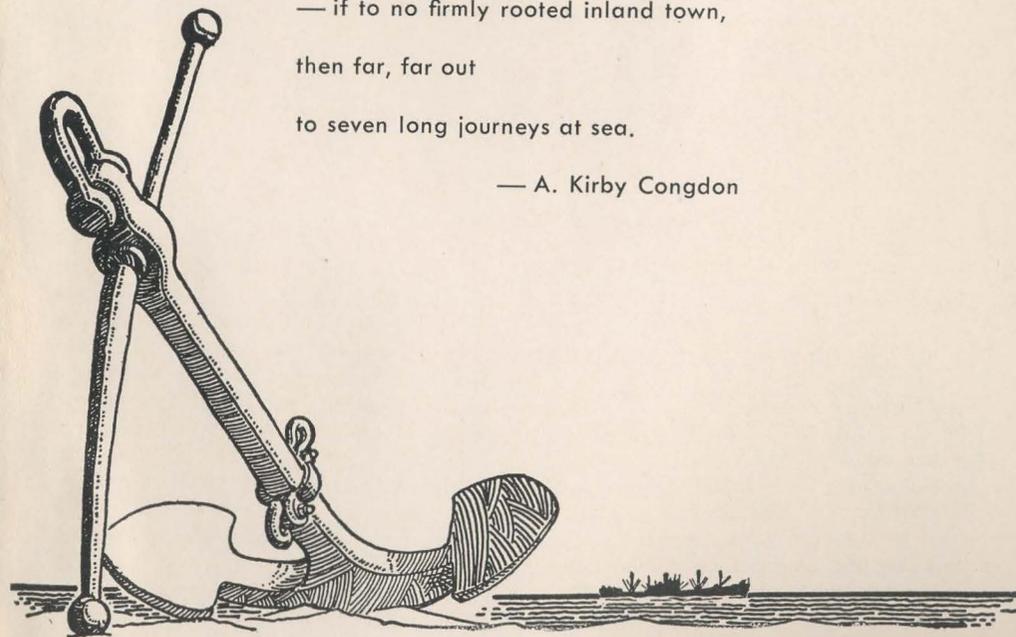
When young "Pebble" Rockefeller of the well-known clan outfitted the ancient Friendship sloop *Mandalay* in 1951 and set sail for the South Seas, he was not particularly interested in nautical adventures. What he did want to see was how people a world removed from the narrow confines of his New England lived their lives. Rockefeller got his answer by journeying to the exotic islands of the Pacific where life was both simple and seductive but eventually got complicated by women, taboos and coconut beer.

It's all pretty unimportant and it's been done oh-so-many times before. But for escapist reading, it's pleasant enough.

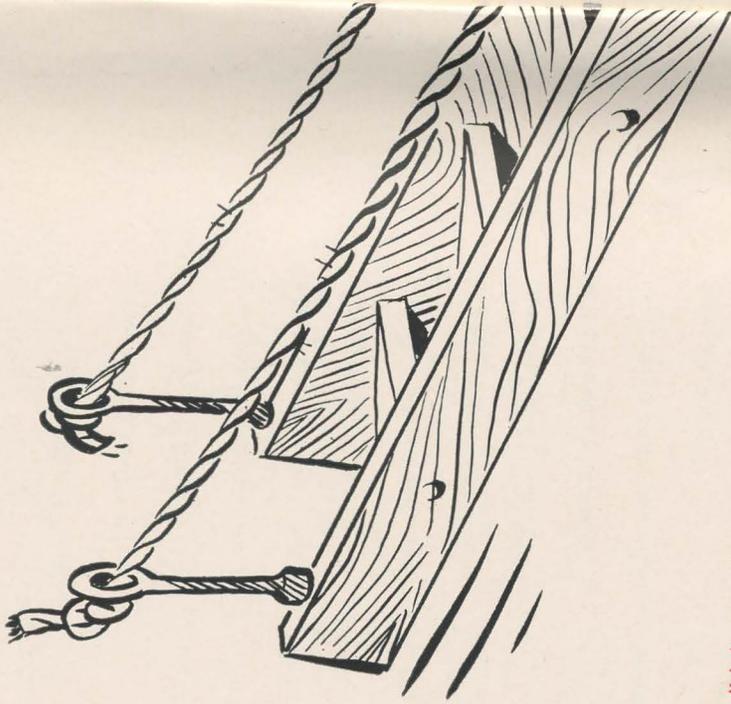
TIDAL RIVER

From a tidal river's city
where wooden debris lies still
at the turning of the tide,
we on our old, familiar shore
throw the hatchet chips in
from the heart's tree
and, as in love, pretend
to ignore what most we want,
hoping by this superstition
chance pleased by indifference
will take us in its flood
— if to no firmly rooted inland town,
then far, far out
to seven long journeys at sea.

— A. Kirby Congdon



Season's Greetings



DON'T WORRY! Santa didn't miss the ship. See page 11.

