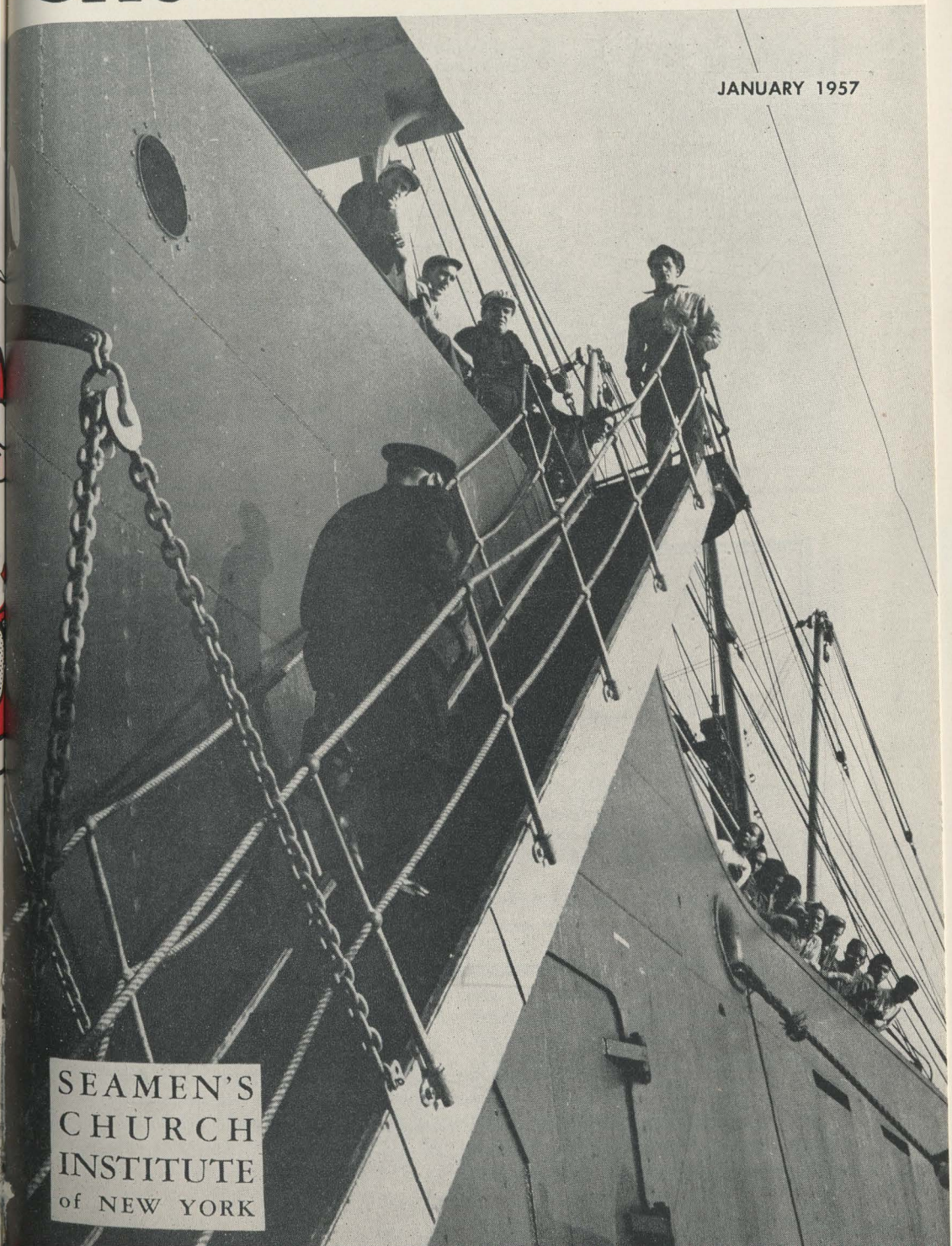
The LOOKOUT

JANUARY 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.1 JANUARY, 1957

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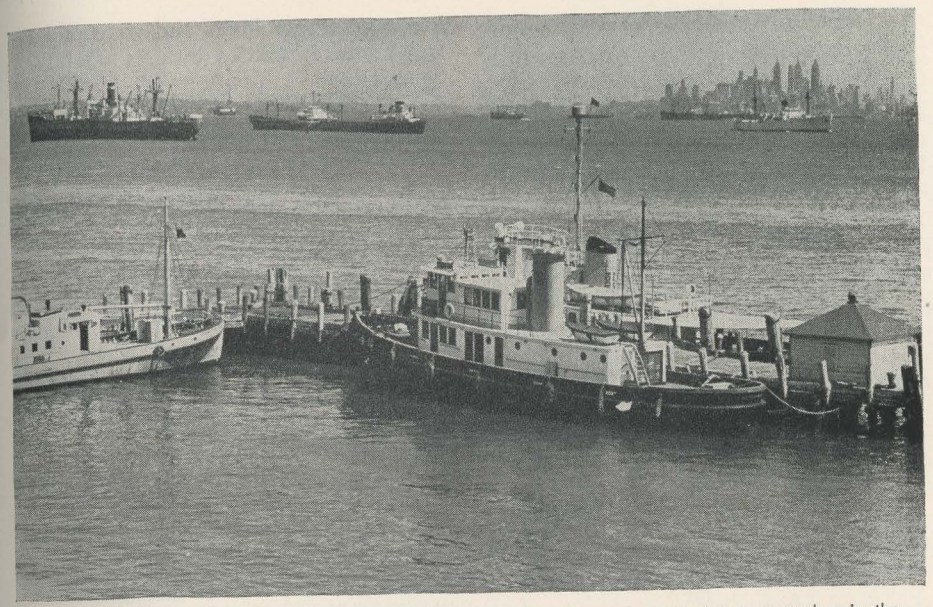
THE COVER: Merchant seamen are on deck to meet the United States Public Health Quarantine Officer who must inspect them and their ship before permitting them to land. See page one. *Photo courtesy of the U.S. Public Health Service.*



From the Quarantine Station pier, these vessels carry inspectors to ships lying at anchor in the Narrows. The skyscrapers of lower Manhattan, seven miles distant, can be seen in the background.

QUARANTINE

ALTHOUGH the Port of New York prides itself on its hospitality to all sorts of visitors, there is one type that is definitely not wanted here. In fact, a squad of inspectors maintains a constant vigil to see that none of them steps ashore from ships entering New York. The inspectors belong to the Quarantine Service, and it is their job to see that the deadly microorganisms of such dread diseases as smallpox, yellow fever, plague and cholera don't find a toehold in this port.

To do this, they must clear approximately 5,000 ships and 900,000 passengers and crewmembers a year coming into New York harbor. This is only part of an all-out quarantine program run by the United States Public Health Service, with inspection stations at all possible entry points to the United States, from land, sea or air. The fact that this country is free of quarantinable diseases is a direct result of its work.

Things were not always so. From 1847 to 1861, over 310,000 people in the New York area alone died of yellow fever, cholera and small pox, a by-product of the immigration of over three million aliens. With no national quarantine regulations in force, and each state taking care of the problem as best it could, the situation steadily grew worse. By 1878, Congress found it necessary to pass the National Quarantine Act, which set up standards on a nationwide basis that eventually made effective quarantine possible.

The idea of maritime quarantine itself was not new to the 19th century. It got started about 500 years before that, in the Mediterranean ports of Marseilles, Genoa and Venice, which were engaged in a flourishing trade with the Levant.

As a precaution against the dreaded plague, which regularly decimated large numbers of the population, ships coming in from known infected ports were delayed

No rats get away from the sharp eyes of this Quarantine sanitation inspector searching for signs of infestation in the hold of a ship.

for 40— quarante— days before landing. The system was primitive, but it did have the advantage that by the time the 40-day period had passed, everyone on board was either very dead or safe to disembark. From these rudimentary beginnings, the practice of maritime quarantine has grown into a highly skilled science which, as one quarantine inspector describes it, is "preventive medicine at its most basic level."

The Port of New York, through which a large portion of the world's shipping passes every year, has one of the most efficient — and effective — quarantine services in the country. Under the direction of Dr. Leo Tucker, a staff of 110 employees — including 36 quarantine officers, 17 sanitation inspectors and 22 crewmembers for the Service's three boats — keep a watchful eye on every ship, every passenger and every seaman (as well as every aircraft and its passengers) that comes into the harbor. Freighters, oil tankers and a few small passenger vessels must anchor in the Narrows at Rosebank, Staten Island, where the main station of the Quarantine Service is located, to await inspection. Large passenger liners and an occasional freighter are boarded by personnel from Quarantine's sub-station at the Battery (another is at Idlewild Airport) and are cleared while the ship is steaming to her dock. Occasionally, quarantine officers will go to Perth Amboy, New Jersey, or other parts of the harbor to inspect large oil tankers.

Whatever the ship, or from wherever she is boarded, once the yellow quarantine flag goes up (the color yellow probably dates back to the days when it signalled the presence of yellow fever on board), the procedure is essentially the same. Everybody and everything on board gets a careful once-over from the quarantine officers and the sanitation inspector. The quarantine officer's first order of business is a talk with the captain or purser; he will know if there has been any unusual sickness, or suspicion of sickness, among his crew or passengers. Next, the inspector finds out where every person aboard has been during the past 14 days. Forearmed with knowledge of what diseases are prevalent everywhere in the world (from sources like the "Bulletin of the World Health Organization" and the "Foreign Epidemiological Summary"), he knows exactly what diseases each person may have been exposed to. Then he examines each person and checks his inoculation and vaccination certificates. Anyone entering the United States must show a valid vaccination certificate not more than three years old; some American companies require that American merchant seamen must be vaccinated every year. Seamen, by the way, are used to these quarantine examinations. One man at the Seaman's Church Institute remarked, "We get these in every port of the world. They're regulation."

Should the inspector actually come across a case of quarantinable disease, he would immediately hospitalize the patient and see that everyone on board who was exposed to the disease be given proper treatment. The ship would be either fumigated or disinfected. Should the inspector find a case of a disease which is not quarantinable, but communicable, the ship would be allowed to land, but the local health authorities would be notified, and steps would be taken to prevent the spread of the disease ashore.

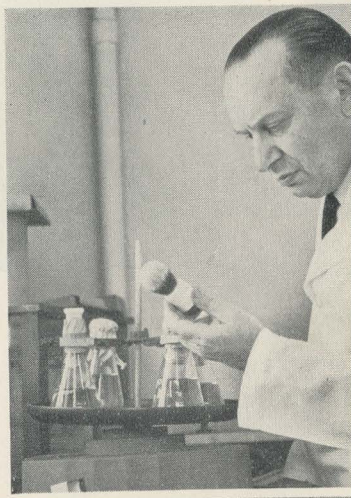
Not only persons, but animals and things, may be dangerous disease carriers, so the quarantine officer must next check the cargo manifest to see that no such hazards are allowed entry. Deadly killers may lurk in the most innocent-appearing places, like the bristles of shaving brushes, which may carry anthrax bacteria, or certain varieties of snails, which may be host to liver or lung fluke (fortunately, tasty French *escargots* are not in this category). Quarantine takes no chances; samples of brush bristles must be tested in its laboratories and only snails bearing a Surgeon General's permit are allowed entry. Similarly strict rules apply to the importation of dogs, cats and monkeys and to the parrot and all its sisters and brothers and cousins of the psittacine family.

While the quarantine officer or officers are conducting their inspections, the sanitation officer is busy checking on refrigeration, food storage, plumbing, ventilation, etc. He is on a special lookout for the most unwelcome of unwelcome travelers: the rat. Rat fleas are the means by which bubonic plague is transmitted, and any rats found aboard ships are immediately killed. If the ship is heavily infested, it will be fumigated with hydrocanic acid gas. Fortunately, most ships take strict precautions against rats and are able to keep their cargo and food supplies safe.

Not every ship must undergo all these various tests. Large passenger ships, operating on a regular schedule, with a fixed itinerary, which are kept rat free and in good sanitary condition and which have an approved medical officer on board, may be given an advance *pratique* clearance by radio if there is no case of quarantinable disease aboard. However, as the liner steams to her dock, quarantine officers come aboard to check passenger's vaccination and inoculation certificates, to handle special problems, and to assist the United States Immigration officers. Aliens wishing to enter this country must be free of various "excludable diseases" and have had recent chest x-rays and blood tests. Quarantine officers perform these examinations or check certificates that show these have already been done.

As the quarantine officers leave the vessel, the yellow flag goes down and the ship is now ready to go about her business of landing and discharging passengers and cargo. The quarantine inspector himself goes on to another ship; from 6 a.m. to 6 p.m. every day of the week there is usually one waiting for him. What are the results of the Quarantine Service's work? Since it is a program of preventive medicine, statistical results are impossible to determine. But in the last 20 years, not one case of quarantinable disease has gotten past the eagle eyes of the inspectors. Without an effective maritime quarantine program, shipping, one of the country's greatest boons, might well be one of its deadliest enemies.

— FAYE HAMMEL



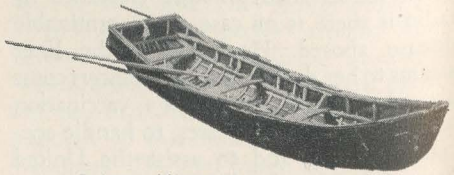
Right: At Quarantine's bacteriological laboratories, these shaving bristles are given a thorough examination to make sure they are free of anthrax germs. **Below:** Quarantine officers must screen the chest x-rays of all aliens wishing to enter the United States.

Photos courtesy of St. Louis Post-Dispatch.

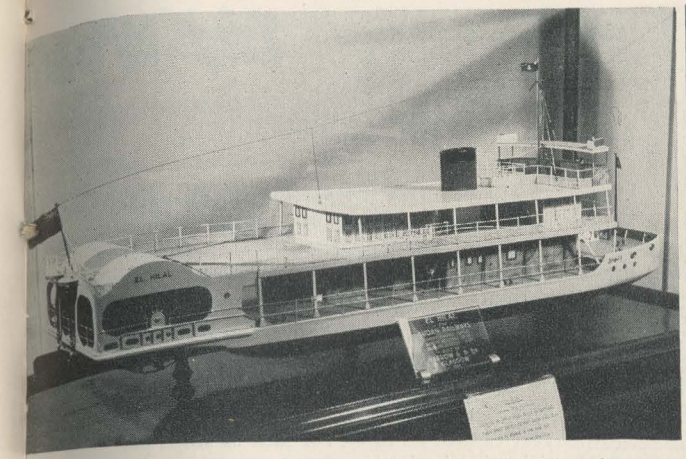
Looking like half an English walnut, the hull of this "Blankenberghe Schuit" was so constructed that the adventurous North Sea fishermen of Belgium could run the vessel up on the beach when no port was available. This particular model, built in 1893, spent 60 years in the National Museum at Antwerp before being sent to the Marine Museum as the gift of King Badouin.

New Arrivals

ECHOING the current world-wide shipping boom, the international fleet of the Institute's Marine Museum is having something of a boom of its own these days. The models pictured here, all gifts of foreign chiefs of state, have helped boost the fleet to a total of 59 ships, representing 38 different nations. The Museum's overall model collection, now numbering some 242 vessels, attracts about 1500 visitors every month.

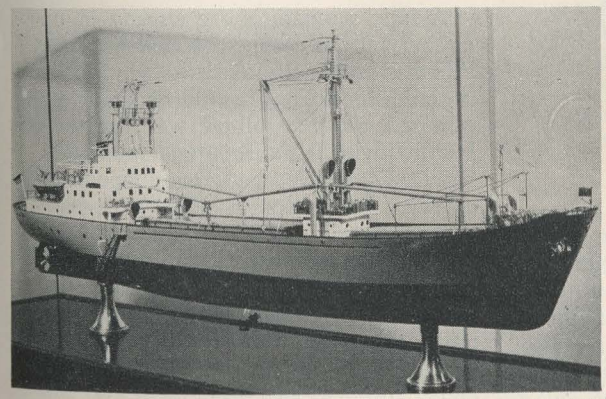


Prime Minister John A. Costello of Ireland sent the Institute this fisherman's "skin boat," used today in the Aran Islands and Galway Bay waters. It takes the gregarious Irishman just about as far away from home as he cares to go.



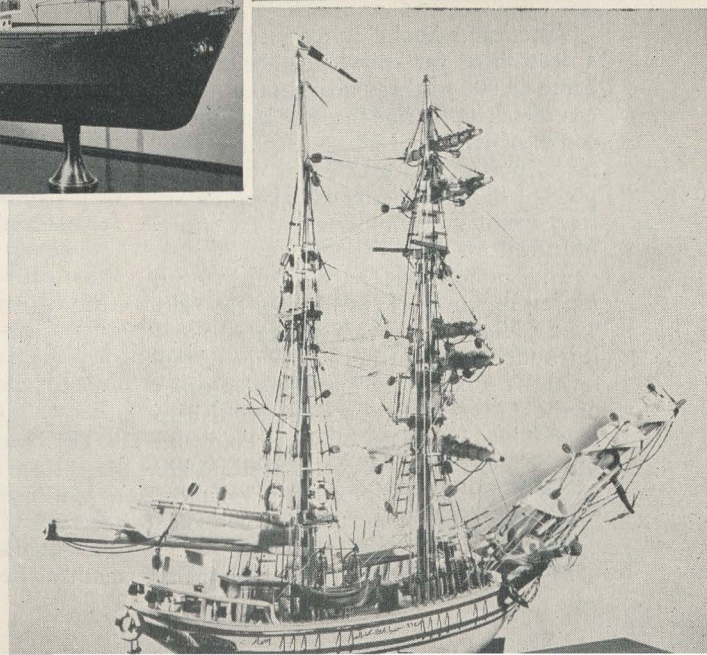
Above: A double paddle-wheel distinguishes this model of *El Hilal*. A passenger and tow boat used on the Upper Nile, it is a gift of Prime Minister Sayed Ismail Azhari of the Sudanese Republic.

Right: Named after one of the most dashing Barbary Corsairs of the 16th century, the *Dargut*, used for sponge fishing, is a gift from Libya.



West Germany's Chancellor Konrad Adenauer sent this model of the *Malaga* (launched as *Gotaland* in 1953), a motor ship used today in the German Baltic Sea trade.

This lavishly-rigged fishing schooner is a Syrian coastal craft, a gift to the Museum from the Honorable Shurku Al Kuwatly, President of the Kingdom of Syria.



The World of Ships

STRIKE ONE

The new luxury liner *Statendam* came home from sea trials last month dragging her tail behind her. Three tugs had to bring the big, 24,000-ton ship into Hook of Holland after both her engines had failed and left her rolling helplessly for six hours in the stormy North Sea.

An official of the Holland-American Line here in New York, for whom the ship is being built, stated that the ship, which will make her maiden voyage to New York in February, had not yet been taken over by the company. The $13,000,000 liner will carry 955 passengers on its trans-Atlantic runs.

SHIPS ARE COOL

American school children seem to have a deep thirst for knowledge about ships. Some 45,000 of them wrote to the American Merchant Marine Institute last year for copies of its school kit — a collection of maps, posters and articles on various aspects of shipping, designed to keep youngsters aware of the importance of a strong Merchant Marine.

The project has mushroomed, from modest beginnings in 1954 when 1200 kits were mailed out, to such proportions that it is suffering both from a shortage of material — supplied by member companies of the AMMI — and a shortage of help to pack kits. Graduates of Kings Point and Fort Schuyler who work in local steamship offices have been helping on a volunteer basis during their lunch hours, but some 6,000 requests still remain unfilled.

Meanwhile, the Adopt-A-Ship program, another project designed to bring school children in closer touch with the maritime world, is also flourishing. Mrs. Fred Hansen, who runs the program for the Women's Organization for the American Merchant Marine, reports that 246 new ships were "adopted" by school children in 1956. However, there's a shortage here too. More than 170 requests received this year cannot be filled for lack of ships participating in the plan.

ATOMIC TRAILERS

Atomic submarines are already in operation and an atomic-powered merchant ship has been authorized, so why not an A-trailership? Construction of a nuclear-powered roll-on, roll-off was suggested last month by Eric Rath, president of TMT Trailer Ferry, Inc., at a symposium on roll-on ships held before the National Academy of Science-National Research Council.

If the Government will build the atom-powered vessel, Mr. Rath promised that his company would build two additional trailer-ships of the same hull design and size (500 to 600 feet), operated by steam or gas turbines, and make them available for national defense.

BOOMING

The greatest demand for American ships since the Korean War has prompted a Maritime Administration examiner to recommend to the Federal Maritime Board the withdrawal of 69 more ships from the mothball fleet.

If the ships are refitted, they will bring to 183 the total number of vessels whose re-entry into service has been authorized during 1956. They would be used mainly for hauling coal and other bulk cargoes.

The booming demand for ships is being attributed by experts to the high volume of United States exports, the need for tankers growing out of the blocking of Suez and the increased demand from foreign users of oil for United States coal as a substitute fuel.

FIRING AWAY

The riddle of why fireboats actually turn some streams of water away from a blaze was answered in New York last month.

Studying photographs of the fire and explosion that razed the Luckenbach pier in Brooklyn, several people noted the seeming discrepancy and asked the Fire Department for an explanation.

The explanation was elementary — as elementary as Newton's Third Law, that is. To every force, there is a reaction equal in force and opposite in direction. Unless a fireboat can be moored to a burning pier, one of the Fire Department pilots explained, "the reaction or 'back pressure' of the powerful deck pipe streams will push the vessel away from the fire. Often however, blazing string pieces and flying brands make mooring impossible. To maintain a strategic position under these conditions, a fireboat will turn some of the streams from its deck pipes away from the fire.

"The back pressure from even a moderate-size nozzle at standing pressure will generate a reaction of about 1,000 pounds," he added.

SHIPS A-BUILDING

About 125 new merchant ships were either under construction in American yards or in prospect as the year 1956 drew to a close, according to a statement made by Chairman of the Federal Maritime Board Clarence B. Morse. Stating that the Government was doing too much of the job in this biggest peacetime shipbuilding program in its history, Mr. Morse commented: "The American Merchant Marine must be encouraged to greater reliance upon its own resources to meet its problems, with the Government assuming a role only where essentiality of national interest dictates participation."

Many of the new ships, whose total cost will be in the neighborhood of $715,000,000, will be tankers, the need for which has grown tremendously since the Suez Canal crisis. However, no adequate proposals have been made to build ore carriers or tramp ships, said Morse.

SAFETY STUDY

The collision of the *Andrea Doria* and the *Stockholm* has prompted the House Merchant Marine Committee to appoint a special subcommittee to investigate the problems of safety of ships at sea.

The aim of the special committee, said Representative Herbert C. Bonner who heads the Merchant Marine Committee, was to "determine the extent to which any deficiencies in design, construction or operation of the vessels contributed to the casualties and to recommend such changes in American law, international treaties or operating practices so as to prevent or minimize the effect of such occurences in the future."

DO YOU REMEMBER?

. . . all the things that happened in 1956? By this time, last year's headlines are either as cold as yesterday's left-overs or on their way to becoming part of history. The maritime world made news in 1956, too; how many of these events do you remember?

1. What country gained the most tonnage in the shipbuilding boom of 1956?
   a. United States *b. Liberia* *c. Soviet Union* *d. Norway*

2. What famous superliner celebrated her 100th crossing of the Atlantic in December?
   a. Ile de France *b.* World Glory *c.* United States *d.* Statendam

3. Who told the people he could build ships that would take them to Europe for $50.00, one-way?
   a. Clarence B. Morse *b. Hiram B. Cantor* *c. Sir Thomas More* *d. Conrad Hilton*

4. Which of these ships got scrapped in 1956?
   a. Prairie State *b.* Queen Frederica *c.* Mary Powell *d.* Sylvania

5. About how much is the world's first atomic-powered merchant ship, authorized by President Eisenhower in July, expected to cost?
   a. $20,000,000 *b.* $10,000,000 *c.* $40,000,000 *d.* $7,000,000

6. Which of these objectives did the National Maritime Union achieve durng the year?
   a, The halting of foreign-flag transfers *b. Daylight sailings*
   c. A guaranteed annual wage *d. The elimination of loggings*

7. How high will claims arising out of the July collision of the *Andrea Doria* and *Stockholm* probably go?
   a. $10,000,000 *b.* $50,000,000 *c.* $20,000,000 *d.* $32,000,000

8. Which Liberty ship got a gas-turbine engine in 1956?
   a. John B. Sergeant *b.* Mamie Stover *c.* John W. Brown *d.* Thomas Nelson

9. How big will Aristotle Socrates Onassis' new tanker, *World Glory*, announced this year, be?
   a. 50,000 tons *b. 100,000 tons* *c. 80,000 tons* *d. 40,000 tons*

10. Where, at the end of 1956, was work on clearing the Suez Canal already under way?
    a. Port Said *b. Isamailia* *c. Bitter Lake* *d. Port Fuad*

Think you know all the answers? If you are one of the first ten people who send the correct ones to Editor, The Lookout, 25 South Street, New York 4, we will send a one year's subscription to the magazine, as a gift in your name, to whomever you choose. If you are *not* sure you know all the answers, check February LOOKOUT.

David E. Burt exhibits his bottle message, a scrap of paper that turned out to be the same as a check for $350.

Luck Adrift

A SCRAP of paper that survived an eight-month drift in the North Atlantic and the international mails during the Christmas rush has won a $350 ship model for David E. Burt of Rumson, New Jersey.

Burt's message, cast into mid-ocean with 575 others last March, was found on the Irish Coast in December. Since it was the first message to be returned in the bottle-message marathon sponsored by the Seamen's Church Institute of New York at last winter's Jersey Coast Boat Show, Burt was declared winner of a three-foot model of the American clipper, *Flying Cloud*. His missive, jettisoned along with 225 others from the *United States* when the superliner was halfway to England, also out-drifted 350 other bottle-messages mailed at approximately the same time in a more southerly spot by an American Export Lines freighter enroute to Gibralter.

The model of the *Flying Cloud*, donated to the Institute by Howard Ferry of New York, was presented to Burt on January 9 at the Institute's Marine Museum. "My dad builds these old-timers," Burt said as he accepted the model. "In fact, he's been working on a *Flying Cloud* model of his own since 1940. Wait till he hears that I got one the easy way."

A 22-year-old mailroom clerk for the advertising firm of J. Walter Thompson, Burt dabbles in ship-model building himself. Modern steam vessels are his specialty.

Edward Schofield, who found the bottle message on the coast of County Galway in Ireland will receive as his prize an original seascape by marine artist Linwood Borum.

This was the second time that the Institute has arranged sizeable bottle mailings in the mid-Atlantic. Out of 500 bottles launched in March of 1955, seven have been returned so far.

The *Susan B. Constant*, the *Godspeed* and the *Discovery* — important ships, but not very well known.

There Were Three Ships . . .

THE story of America is a story of ships. Not forgetting the voyages of Ericson, Columbus and others, the story began in 1607 when three small ships found a safe New World anchorage at the mouth of a river called James, in honor of the reigning British monarch. It flowed from a land called Virginia, not in tribute to the fact that it was a land unravished by man, but in tribute to the austerity of the English Queen Elizabeth, whose ambition to colonize this land had been inherited and fulfilled by King James I.

The ships were called *Susan Constant, Discovery and Godspeed*. They were undistinguished in size or construction. The largest was 100 tons, the smallest a mere 20. It was through luck and a bad storm rather than through skillful navigation that they drifted into almost the best natural harbor along the entire Eastern sea coast of North America. But they gave a start to the first permanent English settlement in what is now the United States.

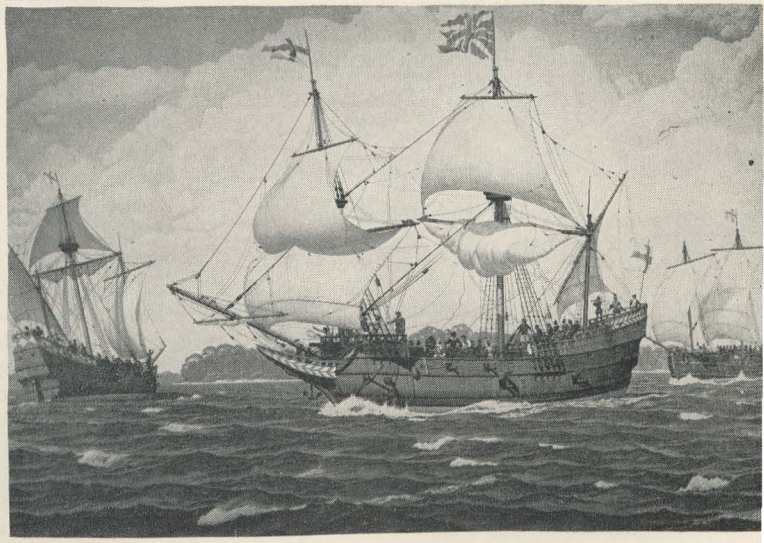
They are the ships, therefore, that will provide the nucleus of the Jamestown Festival of 1957, a 25-million-dollar show of pomp and pageantry to mark the 350th anniversary of the landing of Capt. John Smith and his raggle-taggle band, a group described by Smith himself as being "ten times more fit to *spoil* a commonwealth than begin one." Smith exempted from his charge a couple of blacksmiths, two sailors and a few others.

While a crowd of over 2,000 watches, seventeenth-century halberdiers march along the dock past the *Godspeed* during christening ceremonies of the Jamestown replicas at West Norfolk on December 20th.

Through funds provided by the Virginia Anniversary Commission, exact replicas of the *Constant, Godspeed* and *Discovery,* were launched December 20 at the Curtis-Dunn shipyard, West Norfolk, Virginia. The ships will sail Virginia waters and anchor offshore from a reconstruction of the original fort at Jamestown, there to be part of a national celebration between April 1 and November 30, 1957.

Despite mushrooming exhibit halls and tourist diversions ashore all over Virginia, the Jamestown Festival will probably give these three ships a chance to share some of the disproportionate fame that has gone to the *Mayflower.* Almost any 3rd-grader knows the *Mayflower,* while few adults can name the ships used to establish Jamestown thirteen years earlier than Plymouth. This is possibly due to the fact that American school books have been published closer to Plymouth Rock than to Fort James.

Ironically, however, during 1957, the *Mayflower* will have her name before the public as never since 1620, because of the replica which will duplicate the original *Mayflower* voyage, going first to Plymouth and then to New York, the news crier of the world.



This painting by the late Commander Griffith Baily Coale shows the three ships maneuvering for their historic landing off Jamestown in 1607.

Book Watch

PACIFIC ORDEAL

Captain Kenneth Ainslie

W. W. Norton & Co., Inc., New York, $3.75

In the realm of true adventure stories of the sea, few books can match *Pacific Ordeal*. A seasoned skipper of long standing, Captain Kenneth Ainslee was given, in the summer of 1947, what should have been one of the most peaceful assignments of his career — to tow four wooden minesweepers across the Pacific, from Panama to Manila. His craft was to be the *Wallace R. Gray,* an ex-Navy sea-going tug. But almost from the moment the land dropped out of sight, the voyage of the *Gray* became a nightmarish passage. Violent storms, broken towlines at night, repeated engine failure, feuds and illness among the crew and a ghastly epedemic of poisoning turned the journey into a fierce contest for survival. Captain Ainslee is as good a journalist as he is a sea captain, and this story of his ordeal is spine-tingling, horrifying, and thoroughly exciting.

TALES OF THE MISSISSIPPI

Samuel, Huber and Ogden

Hastings House, New York, $7.50

This is a big, handsome and eminently satisfying book about the Mississippi River, its legends, its people, its river boats, and the multifarious flow of life it has looked upon, from the days of De Soto to the present. All the traditional characters of Mississippi lore are here — the gamblers and sharp shooters, steamboat captains and showboat entrepreneuers, plantation owners and runaway slaves — as well as a few not so well known, like the doughty women pilots of the steamboats. A joint labor-of-love and research by three New Orleansians, the book is rich reading for students of Americana and the early steamboat days.

Of special interest are the over 300 unusual drawings and prints, most of them never before published, which the authors unearthed for this book. Steamboat enthusiasts will be especially interested in the hitherto unknown drawings of the earliest river steamboats which one of the authors found in the Bibliothèque Nationale of Paris.

THE WRECK OF THE MARY DEARE

Hammond Innes

Alfred A. Knopf, New York, $3.75

The Wreck of the Mary Deare is another of the ever-popular adventure stories of the sea. The *Mary Deare* is a 6,000-ton freighter, torpedoed three times in two world wars, wrecked twice before and headed for the scrap heap before she sails into the English Channel — apparently unmanned — and into the view of one John Sands on his sailing vessel *Sea Witch.* Curiosity leads Sands aboard the vessel, and beneath the strange death-in-life stillness of the seeming ghost ship, he finds the even stranger mystery of the *Mary Deare.* Hammond Innes shows himself a master of the artful thriller. *The Wreck of the Mary Deare* is that happy combination, a good novel of suspense and a rousing sea story thrown into one.

SALTY BOY

Narrow boy, salty boy, what are you dreaming
at the end of the dock, at the smolder of day?
The wild-throated gulls are canting and screaming
after the vessel that glides on her way
out to the harbor and out to great waters.

Narrow boy, dreaming boy, would you go, too,
off to the world's fabled cities and laughter,
to the flower-girt islands old mariners knew?

Boy on the gray dock beneath the gulls' screaming,
wonder and sorrow, beauty and tears
the wide world will give you to quiet your dreaming
one of these evenings, one of these years.

Frances Frost

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