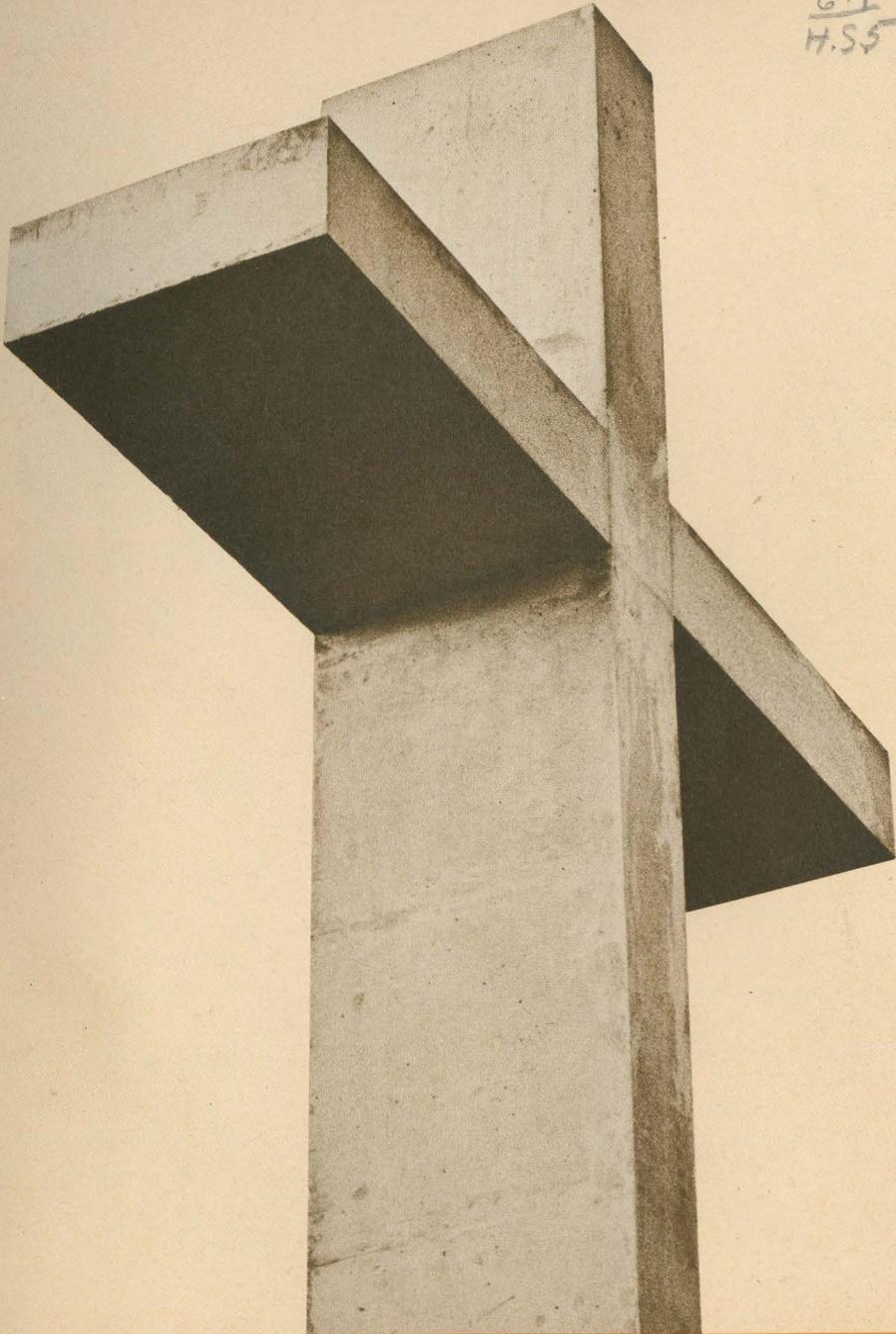




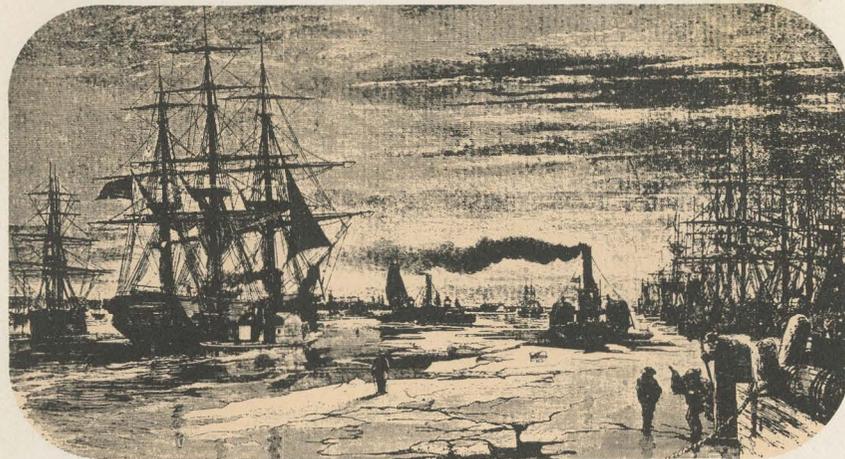
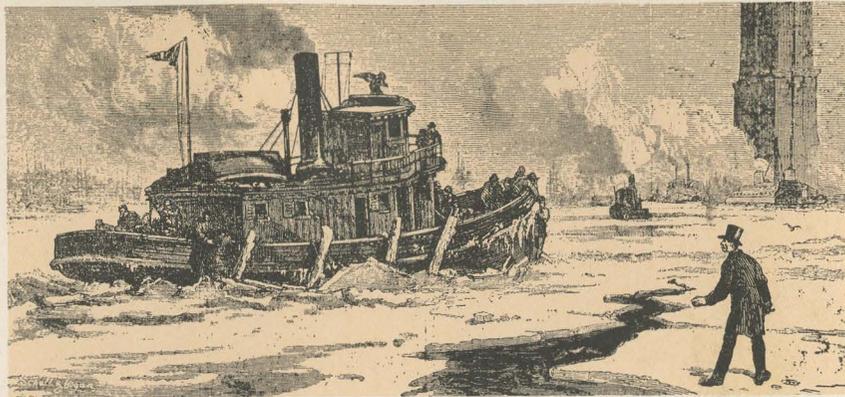
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

671
H.S.S



JANUARY 1968



the LOOKOUT

Vol. 59 No. 1

January 1968

Copyright 1968

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
25 South Street, New York, N. Y. 10004
Telephone: 269-2710

The Right Reverend
Horace W. B. Donegan, D.D., D.C.L.
Honorary President
Franklin E. Vilas
President

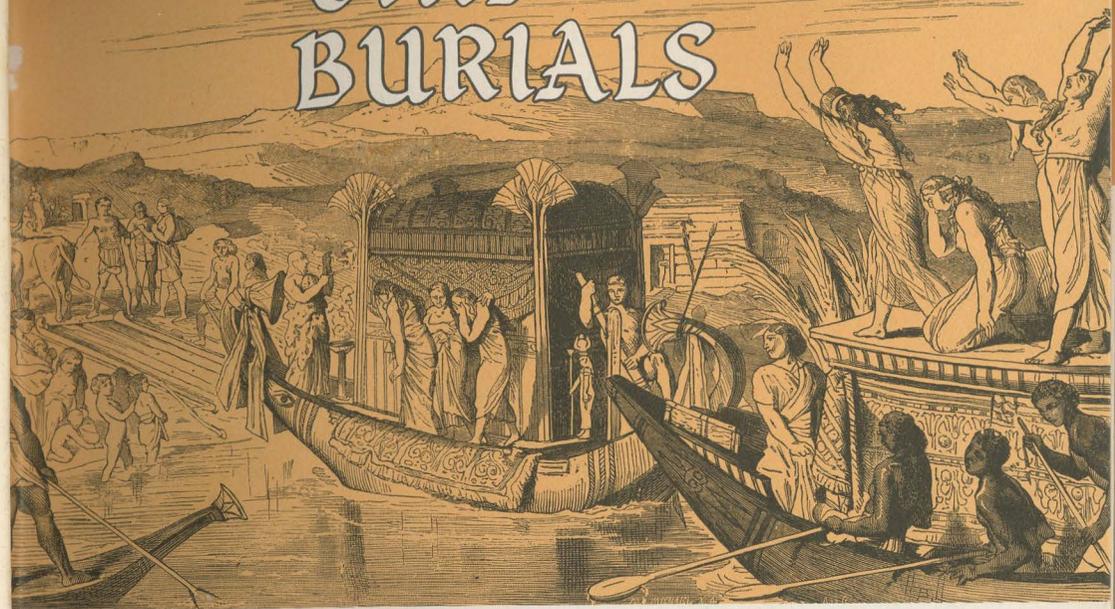
The Rev. John M. Mulligan
Director

Harold G. Petersen
Editor

Published monthly with exception of July-August and February-March when bi-monthly. Contributions to the Seamen's Church Institute of New York of \$5.00 or more include a year's subscription to The Lookout. Single subscriptions are \$2.00 annually. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00. Second class postage paid at New York, N. Y.

COVER: New SCI building cross as it now appears, photographed from the roof. See back cover.

SHIP BURIALS



by E. A. Humphrey Fenn

It was formerly the custom with certain peoples to ensure the perpetual memory of their illustrious dead by committing their remains not to the "deep" but to ships which had sailed thereon. The ships to be used in this burial rite were, however, first beached, often at a site some distance inland.

This would appear to be somewhat incongruous until it is borne in mind that man through all the ages has envisioned a mystical journey at his departure from life on earth into the unknown. This unknown, in ancient days, was usually associated with the sea.

The sea, being then virtually uncharted, would appear to be as infinite as the sky above. To such visionary voyages belong the ferrying over the mythical Styx by Charon, to whom Shakespeare makes an allusion in the lines:

*"Methought that I had crossed
the melancholy flood
With that grim ferryman that
poets write of."*

and at a later date, Tennyson's King Arthur, setting forth from Lyonesse by barge, announcing:

*"I am going a long way
To the island-valley of Avalon."*

when with the queens aboard it, it:

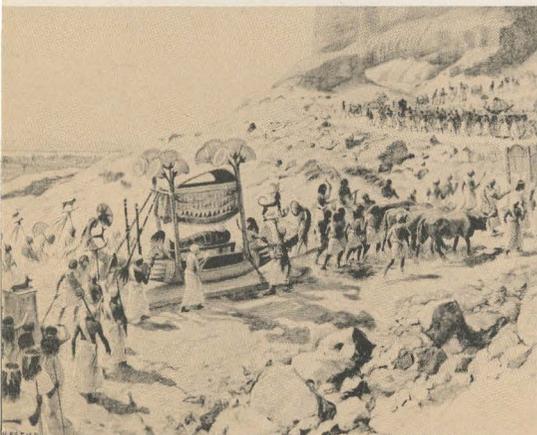
*"Moved from the bank like some
full-breasted swan
That fluting a wild carol ere
her death
Ruffles her pure white
plume and takes the flood
With swarthy webs."*

Among the earliest recorded ship-burials are the fabulous "death-ships" of the Pharaohs of ancient Egypt. One of these has proved to be the tomb of King Khufu who erected the great Pyramid of Gizeh in the year 3000 B.C. This was discovered near the pyramid, during road work being directed by Kamel el Melakh. The "ship" was 150 feet in length. The timbers, owing to the aridity of the sand, were well-preserved, as was also a rope with which

the mummified remains had been secured.

First to be revealed was the "lid" of the pit, consisting of huge limestone blocks weighing about twenty tons each, cemented together with gypsum. How such stone was handled remains a mystery. The ship had not been buried intact, but in sections. In this, it differs from the ship-burials of Western Europe. As weapons, jewelry and other treasures were buried with the body, these ships were often looted.

Models of these "death ships" exist. These are narrow, and their bows and



sterns are turned upwards. With the deceased are seen high priests and puppets representing the goddess Isis. They were found in a tomb at Thebes.

The Western European ship-burials of Scandinavia, Suffolk (England) and the Isle of Man have all been found on the coast. In Norway, one was uncovered at Gokstad in 1880.

At Ladby in Denmark, the *Ladby-skibet*, a Viking ship, was discovered. It is contained in a small museum especially built by its finder. This ship held the remains of a Tenth Century chief with his weapons, ornaments, hound and horse, all bound for Valhalla. Another Danish burial-ship, found near Nyden in 1864, is in the Kiel Museum.

One of the two Suffolk ship-burials was discovered at Sutton Hoo on Woodbridge Haven in September, 1939. It

lay in a mound near a private house, the owner of which had become interested in its origin, as it resembled the tumuli of early burial-grounds. On excavating this mound, an Anglo-Saxon burial ship was revealed.

Except for evidence of looting, it was complete; a clinker-built seagoing craft nearly 90 ft. in length and about 15 ft. in the beam, amidships. There was accommodation for thirty-eight oarsmen and it had a cabin-type structure ten feet high, set amidships.

No human bones were found, but there were drinking vessels made from the horns of extinct mammals. Also found were regal jewels, a gold belt-buckle, an iron and bronze helmet and some coins. These and other finds are in the British Museum. In 1938, a smaller ship, 18 ft. in length, was excavated nearby. These ships date from the seventh century.

The two ship-burials of the Isle of Man are identical in form with those in Scandinavia. They belong to the period during which the Vikings were raiding the island; then settling on it and finally intermarrying with the inhabitants and sharing with them their conversion to Christianity.



When a Viking chieftain died, his body was taken to some remote "howe" overlooking the sea, to be buried either in a barrow or in a ship. In the latter case, the ship selected would be hauled by manpower to a convenient site upon the cliff or near to it. The chieftain's body was then placed in the "ship";

(Continued on page 15)

During the last War a British naval patrol had returned after several weeks of hectic operations against the enemy. The ships were hove-to outside an anchorage awaiting their turn to go one by one through a narrow channel that had been cleared of mines.

As they waited, realizing they were vulnerable to air and submarine attacks, the crews were amazed to see a lone American merchant ship arrive and begin to steam past the waiting British ships as she steered for the mine-free channel. Anglo-American friendship seemed to be about to break down when the Admiral commanding

In 1953, during maneuvers, the British destroyer *Diamond* collided with the cruiser *Swiftsure*. After the *Swiftsure* had gone astern and sized up the damage the admiral aboard signalled the captain of the *Diamond*: "What do you intend to do now?" The reply of the *Diamond's* commander at this tricky moment was: "Buy a farm!"

When the 2000 ton submarine *Orpheus* was entering Portsmouth harbor during heavy weather, she got into difficulties through the presence of a steamer. She met her sister submarine *Opportune* leaving harbor and signalled

SALTY SIG- NALS

By Alan P. Major



the British patrol signalled to the American ship:

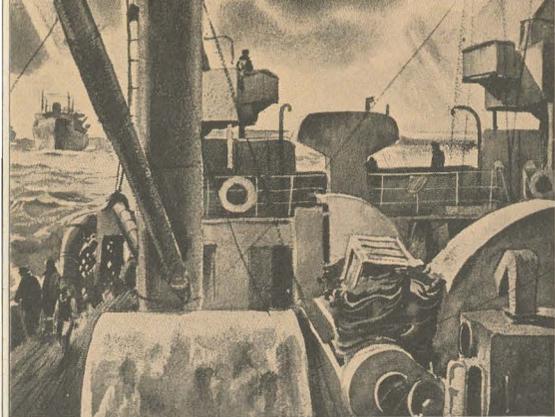
"As Mae West says, one at a time, boys." The American merchantman took the hint and hove-to.

Often a comment in a few well-chosen words has eased a tricky or embarrassing situation and almost anything becomes tolerable if it can be laced with humor. Seamen are no exceptions when having to rise to the occasion. The signals may be witty, humorous, saucy or sarcastic and the fact that they can be seen, if by flag, or heard, if by radio, by everyone else concerning the activities of the ships does not stop those involved.

"May I feel my way around your stern?" Back came the courteous reply: "Yes, please do."

More explosive was a situation that occurred when a destroyer had to pass between the flagship and the carrier next astern in a line of aircraft carriers steaming at speed in rough seas. The destroyer's captain tried to judge an equal distance between the two and avoid cutting across the second carrier's bows.

Unfortunately for the destroyer, as she passed between the two carriers, a violent roll took her too close to the first carrier causing the destroyer's davits



to scrape the flagship carrier's stern. Those who had seen the destroyer's "offense" expected a scathing comment for her captain and crew, but the situation was relieved by the Admiral's signal: From Flag Officer to Destroyer: "If you touch me there again I shall scream."

When a corvette managed to regain an Atlantic convoy after ploughing through mountainous seas the senior officer of the escort asked why she had taken such a long time. With tongue in his cheek the corvette's captain replied: "It was uphill all the way!"

A destroyer, going on exercises, on receiving the enquiry from the flotilla captain "How long do you expect to be after leaving harbor," replied: "310 feet as usual."

Sometimes unconscious humor can be caused by errors in signals. When a flagship nearing home port signalled: "From Flag Lieutenant to Senior Officer, Port: Who do you recommend for Admiral's woman?" The port officer was puzzled but before he could send a query another signal was received from the Flag Lieutenant: "Correction. Reference my signal. Please insert washer between Admiral and woman."

Similarly, a shore base signalled an incoming ship returning home after a long tour at sea: "Have women for you." The hopes of the ship's crew were dashed a few seconds later when a cor-

rection signal was received: "Sorry, have two men for you."

When a Vice-Admiral left his maritime headquarters in Scotland for another post, the naval staff wanted to impress him so a fly-past was arranged with Sea Vixen fighters, one of which was piloted by his son. After the ear-blasting salute by the low-flying fighters had ended, the Admiral sent a signal to the squadron: "I found myself transfixed and struck dumb with pleasure at your zapping party this morning. Please thank those concerned very much indeed for almost literally blasting me into retirement. I noticed that pilot number two [his son] needed a shave!"

In the grimness of war it was hardly likely the enemy would join in creating a laugh, but on one occasion it did happen, during the convoys on the hazardous northern supply route to Russia.

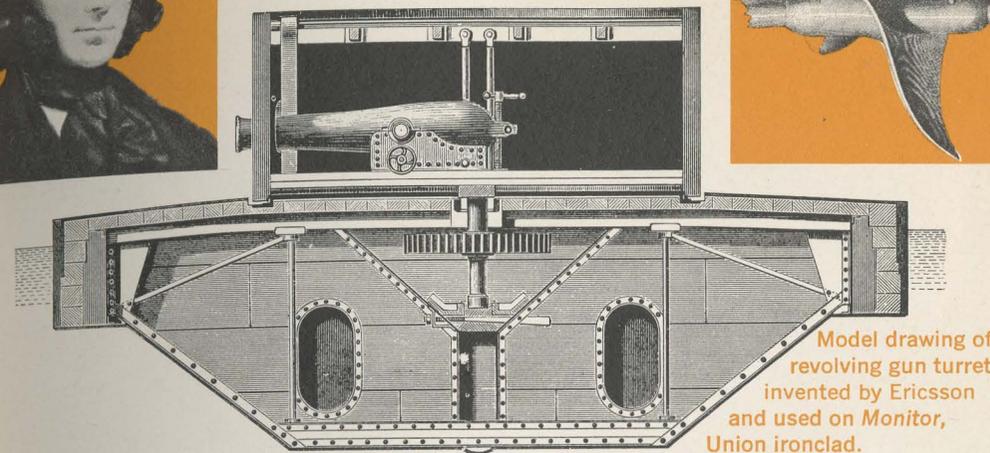
A convoy had been shadowed out of gun range by a succession of German flying boats which, one after the other, circled in the same direction hour after hour. Eventually this was too much for the convoy's escort leader. With a lamp he signalled to the latest German aircraft on the scene: "You are making me dizzy. For goodness sake go round the other way."

To his surprise the German flying boat acknowledged receiving the signal and complied with the request by turning round and flying in the opposite direction.

During the war with Japan, a U.S. destroyer was on patrol in the Pacific when a number of aircraft were sighted. Over the ship's loudspeakers came the reassuring words of the officer on the bridge: "Relax. Friendly planes." The planes, however, seemed to be making directly for the destroyer. Again came the reassuring voice "Friendly planes approaching on the port bow." A few minutes later several sticks of bombs straddled the ship. In the same unperturbed tone the officer added: "Friendly bombs."



JOHN ERICSSON,



Model drawing of revolving gun turret invented by Ericsson and used on Monitor, Union ironclad.

MARINE PROPELLER INVENTOR

by Kathlene D. Britten

The most significant invention in marine propulsion is, perhaps, the screw propeller. United States inventors contributed in the evolution of the device, but the idea wasn't really new.

Centuries before, Archimedes of Syracuse had known about the power of a helical blade in water; the Frenchman, Bernoulli (1752), rather clumsily showed that a screw propeller could be worked by horses or men; the Englishman, Joseph Bramah (1785), suggested the possibility of screw propulsion for ships.

With private shipowners keen to improve on the old paddle wheel, John Stevens of Hoboken, N. J. was the first to apply the principle of screw propulsion to navigation. In 1802, he built a steamboat with two underwater propellers of screw type in the stern. Crossing the Hudson successfully several times, she only failed because her inefficient boilers were unable to generate sufficient power to make the screw device practical.

Making use of all this background knowledge, John Ericsson, a Swede, designed an improved propeller, but his country wasn't interested. Going to England, he worked as a civil engineer, and tried to interest the British Admiralty in the screw propeller he had patented in 1836.

Building the *Francis B. Ogden*, a 40-foot steam launch with twin propellers, he successfully towed Admiralty officials down the Thames in her at 10 knots an hour. But his invention was turned down, the Admiralty believing that no ship could be accurately steered with its driving force at the stern.

Two Americans, though, watching the trial, supported Ericsson — Ogden, an engineer (who had been U.S. Consul at Liverpool) and Captain Robert Field Stockton (U.S. naval officer who was connected with the ceding of California to the U.S. and a grandson of Richard Stockton, signer of the Declaration of Independence).

A small iron vessel was built on Stockton's orders and fitted by Ericsson with engines and screw. She

(Continued on page 10)



The Bishop, the Rev. Mr. Mulligan and Franklin E. Vilas

In a ceremony held at the main entrance of the new SCI State Street building at noon of December 8 and witnessed by a small invited group of guests, the corner stone from the SCI South Street building was re-dedicated and re-installed as the Foundation Stone for the 23-story tower overlooking historic Battery Park.

Watching the event were a group of the SCI Board of Managers; officials and representatives of downtown maritime, civic and trade organizations; unions; the Coast Guard; the Maritime Administration and other invited guests.

The date of 1967 had been engraved on the stone to the right of the Seal in an area just above the original 1912 engraving, the year it was placed at South Street; to many, the integration of the old grey granite piece within the new building suggested the enduring witness of the Institute.

The Right Reverend Horace W. B. Donegan, Bishop of the Episcopal diocese of New York, and honorary president of SCI, dedicated the stone, assisted by the Reverend John M. Mulli-

gan, Institute director. Franklin E. Vilas, president of the SCI Board of Managers, presided.

The ceremony was held despite some handicaps; there was the cacophony of nearby traffic, the drone of passing helicopters and planes overhead, the occasional shouts of construction workers and the groans of the construction equipment hoisting a load of material.

The day was overcast, but just before the ceremony was to begin, the sun slipped out from behind the clouds, shining benignly as if a favorable talisman for the Institute.

In placing the stone, the Bishop said: "In the name of God, Father, Son and the Holy Spirit we do unveil this foundation stone hallowed by years of service at 25 South Street and I do pronounce and declare truly placed this foundation stone of this building of the Seamen's Church Institute of New York now being built for the further benefit and larger use of the Merchant Seamen of America and of the World."

The service was concluded by the Bishop with a blessing.

FOUNDATION STONE DEDICATED

AT INSTITUTE STATE STREET BUILDING



reached New York May, 1839, a few months before Ericsson arrived, to stay in America for the rest of his life, and become a naturalized citizen in 1848. Stockton had finally persuaded his friend that the U.S. would listen to him. "We'll make your name ring on the Delaware," Stockton promised.

With his headquarters in New York, Ericsson worked on various projects, applying his screw to mercantile vessels. The U.S. Navy believed that this new screw propeller could be of no use in a man-of-war, until Ericsson developed and applied it in the *U.S.S. Princeton*, the first screw-propelled war-vessel built in any country.

Ordered by the U.S. Government in the appropriations bill of 1839, it was

constructed through the recommendation of Stockton (well-known in naval circles) and under Ericsson's supervision, both men drawing up plans together.

The *Princeton* (named after Stockton's hometown in New Jersey) was a 31-gun sloop-of-war, 164 feet in length with 30½ feet beam, 21½ feet depth of hold and of 673 tons register. Ericsson designed a special screw for her. It had an eight feet diameter "drum," six blades and an extreme diameter of 14 feet; weighed 12,000 pounds.

The \$212,000 *Princeton* subsequently demonstrated that the screw propeller could be used to drive a man-of-war, and became a historic pioneer in the realm of steam propulsion. Her 400

H.P. engine pushed her at the rate of "13 miles an hour" on her trial trip and she was the first war vessel to have her machinery completely below the water-line.

After her launching Sept. 7, 1843 at the U.S. Navy Yard (the Old Southwark) in Philadelphia, Pa., on the Delaware, she saw a great deal of deep-sea service. She made cruises to the Mediterranean and various parts of the world and took part in the Mexican War.

In 1845, Robert Stockton, on President Tyler's orders, sailed in the *Princeton* to deliver to Texas the U.S. Government's annexation resolution. The vessel's great success proved the value of the screw for warships and induced the merchant service to adopt it generally in their vessels before the end of 1870.

Ericsson's name was at last "ringing on the Delaware," but even with the *Princeton* so successful, one incident must have marred Stockton's rejoicing.

He and Ericsson had each designed a wrought-iron gun for the ship, Stockton's being the largest in the U.S. Fleet at the time.

When these guns were tried out on February 28, 1844, on the *Princeton's* quarterdeck before V.I.P.s., Stockton's gun exploded, killing the Secretary of State and the Secretary of the Navy, and killing or injuring several other spectators.

Stockton was acquitted of all blame for this terrible accident (Ericsson had previously warned him that this device was faulty). Because of a quarrel which then broke out between the two men, Ericsson decided to offer his next "device for aquatic attack" (the first revolving gun turret) to the French, not the Americans.

After 1842, the screw propeller was quite generally adopted in this country for deep-sea coasting steamers, superseding the paddle wheel about 1850 except for light-draft river and Long Island service.

Award for Heroism

The disaster which occurred in New York Harbor on June 16, 1966, when the tankers *Alva Cape* and *Texaco Massachusetts* collided, will not soon be forgotten.

George Hudson, one of the crew of the *Julia Moran*, and an SCI resident, shows the Merchant Marine Meritorious Service medal awarded the tug crewmen in a November ceremony. SCI sheltered some of the tanker crews following the collision. Ecumenical services for eight of the victims were conducted in the Institute chapel.

The crew of the tug *Julia C. Moran* performed so valiantly in this great emergency that it received the designation of "Gallant Ship," the highest federal award to a merchant vessel for outstanding action in marine disasters or emergencies.





There isn't much about the Suez Canal to suggest Christmas. The endless sand and flat terrain don't have much connection with jingle bells, grandma's house and the crunch of sleigh runners in snow. This is especially so if you happen to be one of a caretaker crew aboard an American freighter marooned in the closed-down Canal during the Yule Season.

The Farrell Line's *African Glenn* found itself in this predicament. The outlook was pretty gloomy for the seven men aboard.

Then one of the replacement crewmen arrived by plane from New York bearing a sack full of the Institute Women's Council Christmas packages for the men on the ship.

through the canal on June 5 when the Arab-Israeli war started and were herded into the Great Bitter, an eight-mile-wide lake that stretches for 14 miles, the AP said.

Subsequently the canal was blocked by nine sunken obstacles. Most of the ships' crewmen were repatriated, but skeleton crews are left on board.

The American freighter *African Glenn*, chartered by the United States Defense Department, was on its way to Europe from South Vietnam. The Bulgarian *Vasil Levsky* was en route to North Vietnam.

Political differences are ignored. As one American seaman put it: "We live here as brothers at sea. We know no nationality, no Eastern or Western

Celebrating the Yule in the Suez Canal



"This really made Christmas for us," one of the crew related.

The Farrell Line did not, of course, forget its men; it sent its own packages of special Christmas goodies — gourmet foods, etc., even Christmas decorations.

Although SCI had no similar confirmation of other ships in the canal receiving their SCI Christmas packages, it is likely their lines flew them in to their vessels.

An *Associated Press* account of the vessels' crew activities said that they pass the long hours with visits back and forth, lifeboat races and pranks.

The anchorage of the 14 ships on the big lake that forms the central section of the canal looks like an exotic seascape of vacationing sailors, but virtual prisoners of war.

There are ships from the United States, Britain, Sweden, West Germany, Poland, Czechoslovakia, Bulgaria and France. They were going

blocs, no politics."

The men on the *African Glenn* sponsored a creation of the Great Bitter Lake Association. Capt. James Starky, of the British ship *Port Invercargil*, is president and went to London trying to establish a permanent headquarters, said AP.

American and Czech seamen designed stamps, Christmas card emblems, tie clips and badges for the organization.

"We feel a strong sense of belongingness under the G.B.L.A. And we will have an annual reunion to embrace all men who suffered as a result of the Arab-Israeli war," said Capt. Americo Rodrigues, the master of the *African Glenn*.

Polish seamen built a huge floating Christmas tree near the *Nippon*. The men ringed the tree on Christmas Eve and sang carols. Then they exchanged visits and dinners. Turkey, traditional puddings and other imported delicacies were on the tables.

To the Women's Council:

For several years I have had the pleasure and privilege of helping with the Christmas boxes for Seamen, and find it so very rewarding and heartwarming that I want to tell you of an incident which occurred last year.

I went with a group of women from Christ Church on Staten Island to the Public Health Hospital in Clifton, S. I., where we gathered to stack the gaily-wrapped boxes on stretchers for distribution in the wards. There were 600 of these beautifully-wrapped boxes and all heads were turned toward us in anticipation as we progressed through the halls of this huge hospital with its hundreds of patients, many of whom were separated by endless miles from their families at the season of the year when each heart longs to be with loved ones.

We finally arrived at the ward which we were assigned to, and filling our arms with boxes, proceeded to each bed where we handed the gift to the patient with a cheery "Merry Christmas from the Seamen's Church Institute."

I finally found myself at the bedside of "an ancient mariner," with snow-white hair and deep furrows in his mahogany-colored cheeks, and when I greeted him and handed him his gift the tears welled unashamed in his eyes and trickled down those deep furrows, as he said to me, "God bless you, lady, for this; it's the first Christmas gift I've gotten in thirty-five years."

The lump in my throat was very big as I turned away silently thanking our Heavenly Father for the privilege of bringing a measure of joy to one of his children.

So, it's no wonder I feel this work rewarding.

E.M.W.

Gentlemen,

Having travelled on all types of ships and in every class from deck to first class and having taught navigation, I of course read the *Lookout* from stem to stern.

I have to admit that the story of the *Marlborough* (November, 1967, *The Lookout*) has escaped me. It was reported as a "lost" ship and found in troubled times.

As a physician, and a former medical examiner of New York City, may I suggest a solution which is at least plausible:

The food on the old sailing ships was often not very good, and worse, was not properly cared for. Those aboard could not be too critical of the viands handed out. The possibility of food being infected by *Clostridium botulinum* cannot be denied. This most virulent infection could easily kill the whole group of people aboard the *Marlborough* in forty-eight hours, more or less.

Naturally I do not claim to have solved the riddle, but it fits the findings.

Cordially yours,

G. L. MOENCH, M.D.

WOMEN'S COUNCIL MEETING

A fashion review and tea will be a feature of the annual meeting of SCI's Women's Council to be held in the South Street building January 31 beginning at 1:30 p.m. The review will trace women's fashions from 1834 through the present. The meeting will be the last held in the present building. Reservations for the event may be made before January 26. Tickets are \$2.00. Telephone (212) 209-2710.

Red Letter Day

We have all heard the expression, "Red Letter Day." It usually connotes something pleasant or memorable which has happened to us; a birthday, perhaps, an anniversary of some beloved event or a tribute.

Historically, the phrase, "red letter day," derives from the custom of hand-lettering and illuminating the very early Bibles. The names of the most important saints were lettered in red.

If you have a red letter day in your life—and we all do—Seamen's Church Institute of New York suggests a way in which the "day" may be memorialized . . . in perpetuity.

It asks you to consider an endowment gift of ten thousand dollars to the Institute.

The annual income from this amount approximates the daily deficit sustained by the Institute in its operations, currently \$492.00 for each 24-hour day. Thus your gift pays for one day of the Institute's daily deficit expense and this day — designated by you — becomes your Red Letter Day. This is the essence.

The benevolence creates, for the donor, an *Endowed Red Letter Day Memorial*; a single, exclusive page, appropriately engrossed with the names of the principals, dates, data, etc., as directed by the donor, is then included within a very special object known as the *Book of Remembrance*. This revered *Book* rests in an honored and protected space within the Institute chapel.

Ten such Memorials are now inscribed within the *Book*. Hence three hundred and fifty-five pages remain for

memorializations . . . a page for each day of the year.

Each year . . . in perpetuity . . . on the anniversary date of the event cited on a particular page of the *Book of Remembrance*, the person or persons memorialized are included in the special prayers of the Institute chaplain during the religious services held in the Institute chapel. The *Book* remains open, for the *Day*, at the page of the event cited.

What better way in which to honor some departed loved one whose memory is cherished?

Why does the Institute "lose" \$492.00 each day — the sum representing the difference between its daily operating cost and its earned and special income?

The explanation is simple: It is because most of the various Institute services to seafarers are given without compensation; only the hotel and food services "pay their own way"—as the expression goes — out of the Institute's total operations. A perusal of the Annual Report makes this abundantly clear.

The Institute, its Board of Managers, its founders, its Charter, have mandated that ministry to seafarers means a *total* ministry to the whole seaman — with all that *total* implies.

Functioning within this concept and context, then, it is likely the Institute will continue to incur an annual deficit until an Institute endowment of sizeable proportions is achieved. The *Endowed Red Letter Day Memorial* plan is a way toward such an achievement.

Some persons may prefer to "build up" the sum of ten thousand dollars with the Institute over a period of time. This is acceptable within the Red Letter Memorial plan and should probably be discussed with your attorney from several viewpoints, tax deductibility being one.

If this plan as outlined interests you, write the director of the Institute, the Rev. John M. Mulligan.



MANY A SLIP BETWEEN NAME AND SHIP

by Raymond Lamont Brown

The ladies who launch ships do not give up easily. Ever since Helen of Troy it has been miraculous that ships have not sailed the seven seas bearing the names: "Oh dear!", "I've missed!", or just "Blast!"

In the old days it was considered good luck to throw a silver cup over the side on launching day. But Britain's King William III considered this too wasteful and commanded that bottles be broken on the bows of ships instead.

The dashing Prince Regent (later King George IV of Great Britain) first started the custom of choosing a lady to break bottles on ship's bows — it amused his girl-friends!

Since the day a society lady nearly decapitated a spectator with a bottle, when she missed the bow of the ship

she was launching, bottles have been securely tied and swung against the ship.

Champagne is usually the beverage used to launch ships, but church missionary vessels have been launched with milk. Scotland favors whisky, while the Communist countries shun the capitalist's drink and use beer.

From time to time the launcher has missed with the flying bottle, or the glass has refused to break.

Miss May Gould, at Boston, Massachusetts, bravely jumped into the water fully clothed and swam after the ship to break the bottle on the bows, when the glass had not broken the first time.

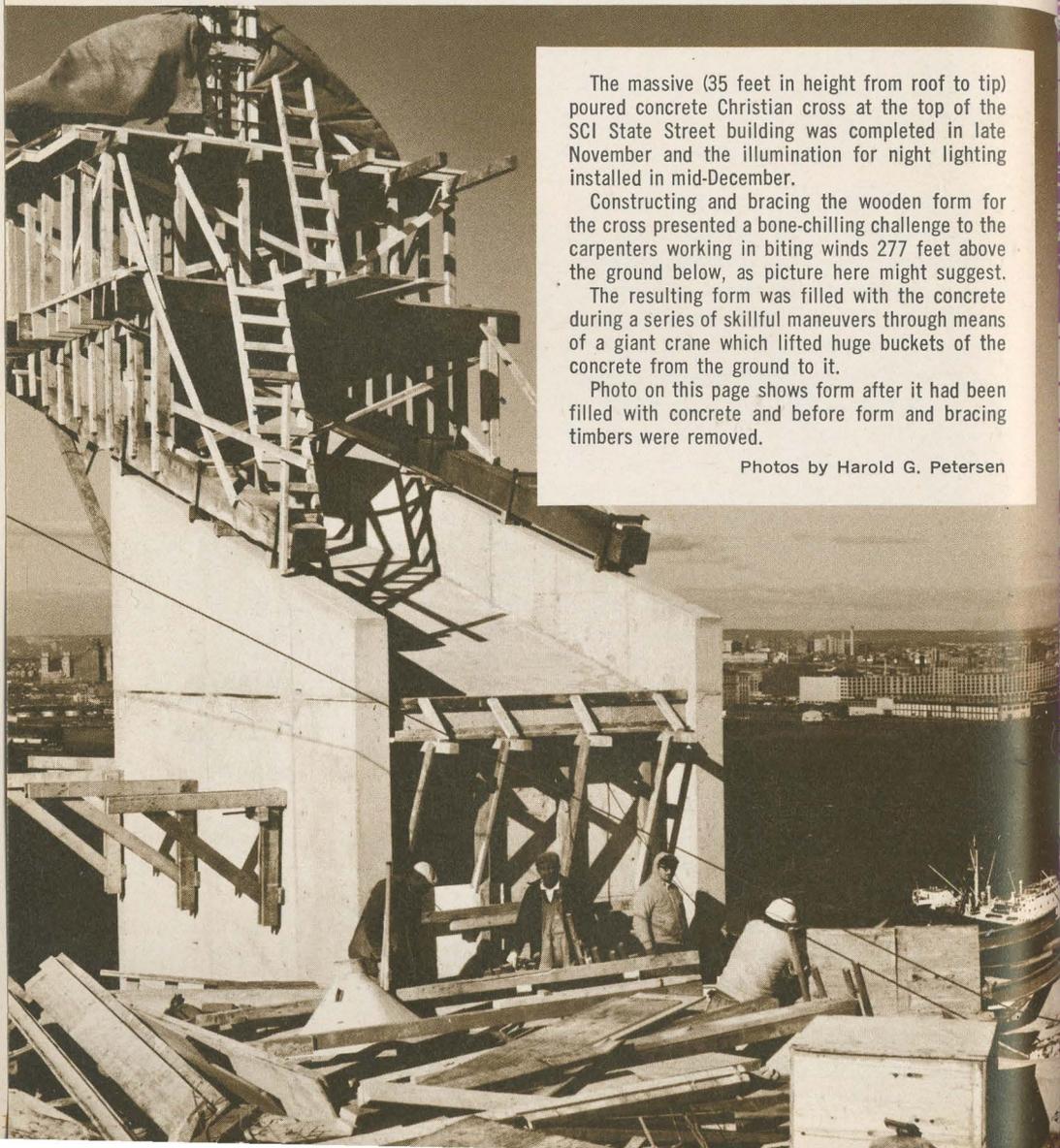
Again, Princess Marina had to throw her bottle twice to launch the ship *Otway* recently.

SHIP BURIALS *Continued from page 4*

stones were piled upon it and the whole mound covered with turf, so that it resembled a barrow. Sometimes the body would be cremated before burial.

The Vikings used another and more spectacular form of ship burial. In this, the ship was laden with inflammable material and launched. On its deck was placed the body of the chieftain. At his feet, sacrificed for the funeral, were

placed his favorite horse and hound. The ship was then set on fire; sails were hoisted and pushed out to sea. Later, when the flames died down, the ship was salvaged and towed ashore. The "remains" of the chieftain and the animals were then buried, together with many of his treasures. Over all, would be heaped earth and stones to form a mound which was turfed.



The massive (35 feet in height from roof to tip) poured concrete Christian cross at the top of the SCI State Street building was completed in late November and the illumination for night lighting installed in mid-December.

Constructing and bracing the wooden form for the cross presented a bone-chilling challenge to the carpenters working in biting winds 277 feet above the ground below, as picture here might suggest.

The resulting form was filled with the concrete during a series of skillful maneuvers through means of a giant crane which lifted huge buckets of the concrete from the ground to it.

Photo on this page shows form after it had been filled with concrete and before form and bracing timbers were removed.

Photos by Harold G. Petersen