

# The LOOKOUT

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OCTOBER 1958

SEAMEN'S  
CHURCH  
INSTITUTE  
of NEW YORK



**T**HE 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

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OCTOBER, 1958

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
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REV. RAYMOND S. HALL, D.D.  
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Associate Editor

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**THE COVER:** Don't let this picture fool you; not all frontiers are in outer space. This is the Navy's new "super-cavitating" propeller, expected to do for ships what jet engines did for aircraft. See the story on page 4. (Photo courtesy of U. S. Navy)



Max Hunn

By the 1793 decree of Secretary of State Thomas Jefferson, U. S. marginal seas extend three miles out from our coasts. Other countries have different notions about their oceans.

## The Band of Controversy

**A**LONG every coastline in the entire world lies a 9-mile-wide area that is rapidly becoming a main focus of international dispute. A nation's seaward boundary, the point where territorial seas end and the high seas begin, has by tradition been maintained at a minimum of three miles. The maximum limit has been legally defined at twelve miles. Between three to twelve miles out to sea is a band of legal deep water, a band of controversy.

The delineation of the boundaries of territorial waters is a staggeringly complicated problem. The recent unilateral extension of territorial waters to 12 miles declared by Iceland and by Communist China have brought the question to the public's attention, but seaward boundaries have for centuries been a subject of international concern.

For purposes of establishing sovereignty, the waters of the world are commonly divided into three classes:

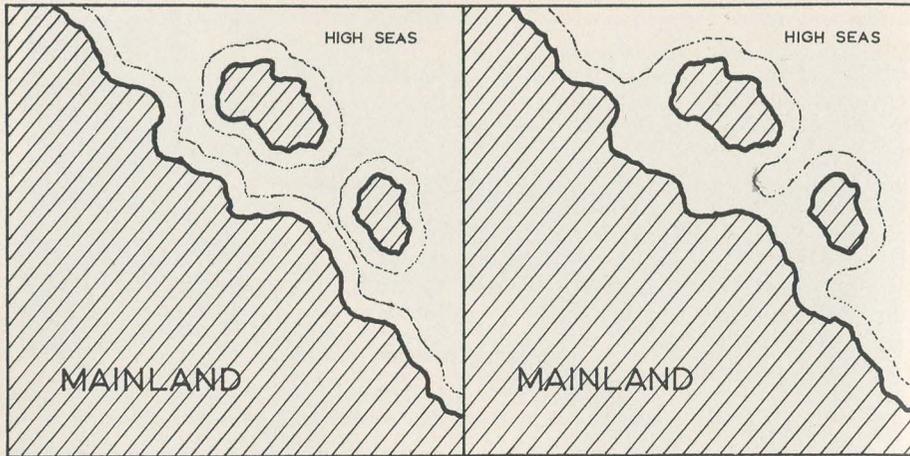
(1) *Internal or inland waters* include all rivers, lakes and true bays, of salt or fresh water — in other words, all waters

to landward of the baseline of territorial waters. The law of the land is supreme. Only ships in urgent distress have the right to enter a foreign port without permission.

(2) *Territorial or marginal waters* are considered (irrespective of their width) to form part of the territory of the shore state. These waters, too, are subject to the full legislative and administrative sovereignty of the nation, as are the soil beneath and air above that part of the sea. Foreign ships, however, have a general right of way for *innocent passage* through territorial waters, subject to the coastal nation's laws for protection of navigation, quarantine, customs, etc. As used here, "innocent" means inoffensive, representing no threat to the interests of the shore state.

The right of innocent passage applies to transit only and does not include right of anchorage or hovering or any other activity except as necessary to proper navigation. If this law is broken, the ship is automatically liable to seizure by the shore state.

(3) *High seas* includes all waters seaward of territorial waters. Freedom of the high seas is a dominant principle of maritime law.



**Figure 1.** Regardless of their extent, waters between offshore islands and the mainland constitute part of the shore state's marginal sea (limits shown by light broken line), if it is determined as pictured at the right. The U. S. policy is to establish a separate marginal sea for each island, as shown on the left.

Determination of the extent of territorial waters involves two major problems: criteria and enforcement.

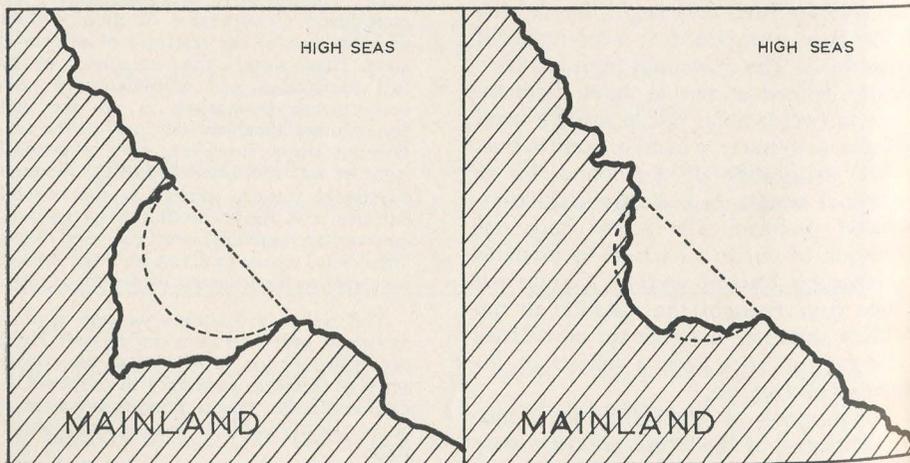
Simply stated, the territorial sea is measured from the low water mark, following the curves of the coastline; but very few coastlines are that simple. The major variations to be considered include:

**Offshore islands** — above water at high tide. The U.S. has long advocated that each island is the basis for a separate mar-

ginal area. Off the coast of Norway, on the other hand, the seaward edge of the islands is considered the baseline for the marginal sea. (Fig. 1)

**Major indentations.** Except for recognized "historical bays," the U. S. supports the "semicircular rule." (See Fig. 2)

The U.S. also supports the 10-mile rule for bays other than "historical" bays, which limits the extent of inland waters to 10 nautical miles. The 10-mile rule is entirely separate from the 3-mile territorial sea rule in international law. (Fig. 3)



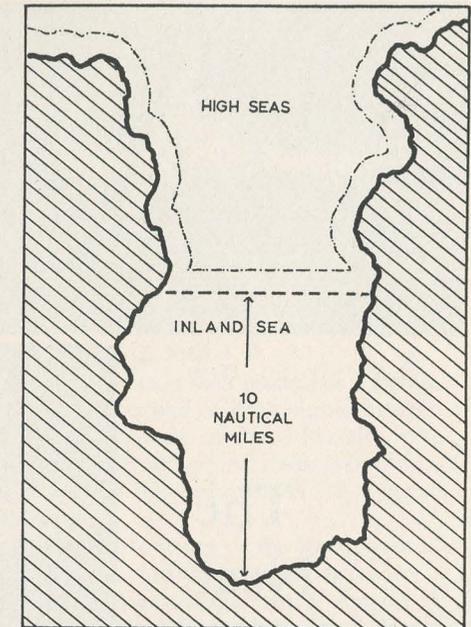
**Figure 2.** According to the semicircular rule, the bay on the left would be considered a true bay and would be part of the state's inland waters. The bay pictured on the right does not qualify as a true bay, since it falls entirely within the drawn semicircle; thus the marginal sea would follow the coastline in this instance.

The history of territorial waters as a legal concept begins in the seventeenth century. In the days of early Rome, the entire sea was regarded as free, but with the development of trade competition during the Middle Ages, a might-makes-right policy came into effect. Thus, at one point Spain claimed — and with her respected Armada virtually held — exclusive rights to the Pacific Ocean, Gulf of Mexico and Western Atlantic. By the late 1600s, however, freedom of the seas once again won general acceptance. Yet no nation would concede that the free seas touched her very shores, and the marginal sea concept began to be carved out of the free seas doctrine.

Since self-defense was a fundamental motivation for the insistence on a margin between a nation's coastline and the free seas, and because no better guiding principle for the limits of territorial waters could be perceived, the "cannon shot" rule was agreed upon. At that time, the longest range of a cannon was one marine league (three nautical miles), and this originated the doctrine of the 3-mile limit.

International practice today, obviously, is not uniform as regards the delineation of the territorial sea. Treaties, state papers and other pertinent international documents are couched in such general terms that the July, 1956, report to the United Nations by the International Law Commission contained only one definite statement: It is established that international law does not permit extension of the marginal sea beyond 12 miles. The 12-mile maximum immediately eliminates some points of conflict. In a 1954 controversy over fishing rights between Korea and Japan, for instance, Korea claimed exclusive rights to waters at points 60 miles from her coast. Japan replied by sending out gunboats as fishing vessels.

Each situation is, of course, unique, and reason demands that technical, biological, economic and political, as well as legal, aspects of each situation be taken into consideration. Such factors can, indeed, be weighty. The ramifications of China's extension of her marginal sea are evident in the daily headlines. Last year, from the



**Figure 3.** The rule limiting the inland waters of bays to ten miles is applied as pictured above. The marginal sea limits are indicated by the light broken line.

waters that Iceland is now claiming to be exclusively hers, Britain alone took \$25,000,000 worth of fish. It is interesting to note that Iceland's marginal sea, prior to the extension to 12 miles, had been internationally accepted as 4 miles wide, already an exception to the traditional 3-mile limit.

The limits of the marginal sea have usually been enforced merely by international agreement. A traditional system which has "encountered no opposition on the part of other states" carries great weight with the International Court, as in the case of Norway's treatment of her offshore islands.

A reliable but flexible guide for these problems is generally agreed as essential, but an 86-nation conference held in the spring of this year could come to no working agreement. As nations become increasingly aware of the value of minerals and other extractions available from the sea and the ocean floor along their own and each other's coastlines, this question will gain in urgency. — JANET CEGLEDY

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It's in the bubbles: The Navy's new super-cavitating propeller (below) finds something good in a vacuum. At the left is a conventional propeller in operation.

U. S. Navy  
Photos

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## The Neat Spiral

**I**N marine parlance, propellers have always been screws, and as it turns out, they would have been better at their business had they really been fashioned more closely after their namesake from the workbench. That is roughly the way a new wonder propeller announced by the Navy is shaped — a screw-thread spiralled once around the shaft.

Described by the Office of Naval Research as "super-cavitating," the new propeller promises to do for ships what jet engines did for aircraft. With ships, this means breaking through the cavitation or "slush" barrier, a phenomenon that severely cuts the efficiency of conventional propellers at high speeds. The profile of the ordinary propeller displaces water molecules so violently that a partial vacuum forms, increasing in size as the speed increases until the blades lose their bite in a slush of bubbles and vapor.

The Navy's new blade appears to overcome this condition by parting the water with a knife edge and streamlining the

vapor pocket to its face. This makes the vacuum join forces with the blade and the propeller continues to have a solid bite.

This cavitation breakthrough, called "opportune" by the Navy, augurs a particularly bright future for the new marine gas turbines, with their inherently high rotational speeds. However, the new propeller can be mated far and wide in the marine industry. So that conventional engines will not be left at the altar, the Navy's Bureau of Ships is studying the best way of dropping high-potency gears into them.

It is certain that future hull designs will have to anticipate much higher speeds through the water. The Navy also expects to apply the propeller's hydrodynamic principles to high-performance seaplanes and water-based aircraft.

Hydrofoil experiments by Marshall P. Tulin, of the Office of Naval Research, are credited with leading to the development of the super-cavitating propeller.

## HISTORICAL TWISTS

- 1775 — David Bushnell used a treadle-driven propeller in his 6-foot 1-man submarine *American Turtle*.
- 1798 — Fulton used a treadle-driven propeller in the *Nautilus*.
- 1803 — Colonel John Stevens constructed a screw-driven steam vessel in New York; he later built the first twin-screw vessel.
- 1836 — John Ericsson of Sweden successfully towed the English Admiralty barge up the Thames with his screw-driven experimental vessel. The Lords, however, disdained his invention, for most English naval engineers held that the screw was based on faulty principles and was, in any event, too slow for large vessels on the high seas.
- 1837 — Francis P. Smith, an English farmer who made ship models as a hobby, built a 6-ton screw-propelled boat based on one of his original models. Her sea trials near Dover attracted the attention of the Admiralty, who now recognized the defensive and other advantages of screw propulsion. — *Novelty*, the first screw-propelled boat to be used commercially, began running between Manchester and London.
- 1838 — Trials of the *Archimedes*, named after the inventor of the screw, proved that Smith's invention could no longer be considered an experiment.
- 1839 — *Robert F. Stockton*, built by Ericsson with encouragement of Francis B. Ogden, U. S. Consul at Liverpool and Robert F. Stockton, U. S. Naval officer, made 11-12 mph at her trials. Sailed to America, she was bought by the Delaware & Raritan Canal Co., who obtained Congressional permission to run her. Renamed the *New Jersey*, she became the only vessel in operation there that could move through drift ice.
- 1842 — *Nautical Magazine* listed the following screw steamers in operation in England: *Archimedes*, *Princess Royal*, *Bee*, *Beddington*, *Novelty*. — *Napoleon*, first French-built screw vessel, was constructed in Le Havre.
- 1843 — 880-ton *Rattler*, first screw vessel of the British Navy, was launched. In a gargantuan pulling contest with the paddler *Alecto*, she performed so well that the Admiralty ordered Smith's screw to be fitted to more than 20 naval vessels. — *Great Britain*, the first ocean-going liner *primarily* driven by screw propulsion, was launched.
- 1844 — Ericsson's *Princeton*, a war vessel commissioned by the American Government, made 12 knots at her trials and successfully raced against the *Great Western*, fastest paddler of the day. Ericsson thereafter received orders from France and England for two frigates to be constructed just like her.
- 1845 — *Great Britain's* 15-day maiden voyage from Liverpool to New York firmly established success of screw propulsion.
- 1847 — *Sarah Sands*, probably the first screw-propelled steam tramp, made her first landing in New York.
- 1849 — *Sampson*, first screw-propelled tug, built to run on the Delaware River.
- 1854 — English *Argo* was the first screw steamer to circumnavigate the globe.
- 1862 — Screw-propelled *Monitor* defeated *Merrimac*.
- 1870's — It was demonstrated conclusively that use of twin screws obviated the danger of complete breakdown of ships, eliminating any need for sails.
- 1890's — Double engines, shafts and screws were commonplace.

# The World of Ships

## BEAT THE BENDS

The first International Symposium on Submarine and Space Medicine recently heard a research report which told how to beat the bends (technically known as decompression sickness or caisson disease), an ailment which has long plagued deep-sea divers.

Most highly publicized concerning workers on underwater tunnels, the bends is marked by paralysis and other nervous symptoms which develop during progress from a high pressure area, as in a caisson, to an area of ordinary pressure. Experiments indicate that divers who breathe a mixture of helium and oxygen, rather than the nitrogen-oxygen combination of the usual compressed air, can swim deeper and longer without danger of the ailment.

Captain J. Duffner, senior medical officer of the Navy's experimental diving unit, said that it was now proposed to furnish the new mixture in the underwater breathing apparatus of all Navy frogmen.

## ROAMING FLEET

Vatican City, Rome, is soon to announce the establishment of its own merchant fleet, according to *The New York Times*. All countries adhering to the Barcelona Naval Agreement of 1921 have been notified of the Vatican's intention "to plant its flag on the high seas."

## OLD, OLD SALTS

Late this summer, 14 miles from the coast at Niah in Sarakwak, Borneo, archeologists found about 26 acres of limestone caves containing, among other things, a fleet of ritual wooden ships.

The flotillas were found in two caves above points where a river plunged underground. In the first cave, eighteen ships, seven to nine feet long, were drawn

up on wooden supports. Their prows were carved with tiger-dragons. Other ships were found in another cave, and on a wall near the ships were paintings depicting a "death ship" ritual.

Researchers believe the plunge of the river to represent the disappearance into the unknown of the life stream, and that inhabitants of Bronze Age Borneo rode in these vessels for the "last journey."

## SPARKLING WATERS

If you ever meet a mermaid, don't be surprised if she's wearing diamonds — to be specific, 5 diamond rings and a diamond-studded wrist watch. A recent item in *The Nautical Magazine* would explain how she got them.

It seems that a lady passenger on the *President Wilson* had devised a singular money-belt arrangement which she attached to her foundation garment. One day, about in the middle of the Pacific, she forgot about the jewels and threw the whole rig away, a few hours later realizing what she had done. Upon hearing of her distress, the purser instituted a hectic search which ended abruptly with the discovery that a commendably efficient cabin steward had already emptied the rubbish basket overboard.

## SPAGHETTI FROM SARDINES

A new, cheap process for making fish meal from Moroccan sardines has been developed by a French chemist, Pierre Tord, technical consultant to Morocco's waning sardine canning industry. Costing roughly 20c per pound to produce, the fish meal has a protein content said to be equal to that of five pounds of meat.

As now developed, the light brown fish powder has the consistency of flour, with a faint taste of fish, and can be used in stews, soups, etc. It is expected that the process will soon be perfected to eliminate

the fish taste completely, and the meal can then be used in breads, spaghetti and noodles to raise their protein content.

Moroccan waters have been described as a "practically inexhaustible source" of sardines. The costs of processing and of metal containers, however, have sharply limited the Moroccan sardine canning industry, and the big Moroccan sardine catch has in the past few years gone mostly into fertilizer and cattle feed.

## WHIRLYTUG

A specially fitted helicopter for towing fishing vessels, pleasure boats and other types of surface craft is now part of the equipment of every Coast Guard station. The helicopters, tested extensively on surface craft up to 794 tons, can tow at speeds between 12 and 15 knots.

## HONORS

Captain Paul R. Jones, Jr., skipper of the United Fruit Company's *Limon*, was thrice honored last month for his leadership in the rescue of 13 seamen from their storm-smashed fishing vessel in the Pacific a year ago. He received a letter of commendation from the Maritime Administrator, and a citation of merit from the National Safety Council and the American Merchant Marine Institute in a joint ceremony held aboard his ship at Pier 3, North River.

In 50-foot seas and 125-mile winds, Captain Jones, himself already injured in the mauling his own ship had received, maneuvered the *Limon* to shield the fishing vessel *Sun Pacific*, which was ablaze and sinking. Thirteen crewmen jumped from the stricken vessel and were hauled to safety by sailors from the *Limon*. Moments later the *Sun Pacific* was swallowed by the raging seas which had made rescue by lifeboats impossible.

## BONDED

A successful search by the Institute's Missing Seamen Bureau has returned \$600 in war bonds to a merchant sailor who lost all record of them when his ship was torpedoed in 1942.

The bonds were recently returned to seaman Joseph Patocha, who bought them from an Institute ship visitor just prior to the sinking in which all of his papers were lost. For safekeeping, the bonds had been left at the Institute, where they remained to mature and draw additional interest after previous efforts to locate the owner at his last known address had failed.

Mr. Patocha was one of three seamen whose names were turned over to the Missing Seamen Bureau when the Institute sought to close out its wartime bond records. He is the second to be located. The owner of a \$25 bond was found in Baltimore.

A third seaman, who left \$1,000 in bonds at the Institute, is now believed to be dead, and the Missing Seamen Bureau, in a reversal of its usual effort, is seeking to locate the sailor's relatives.

The Institute's Missing Seamen Bureau has located nearly 12,000 men since it was established during World War I.

## KINGS POINTERS

A supertanker launched last month by the Paragon Oil Company pays honor to the United States Merchant Marine Academy with the name *SS Kings Point*.

One of the largest and fastest American flag tankers, the *Kings Point* will have a 36-year old Academy graduate as her skipper when she sails from Sparrows Point in late November on her maiden voyage. The skipper is Captain Charles Reyneke, *Kings Point* Class of '43.



Stepping toward the past, skindivers seeking wreckage of the original *Savannah* step into the surf near Old Inlet, Fire Island.

## LOOKING AFT

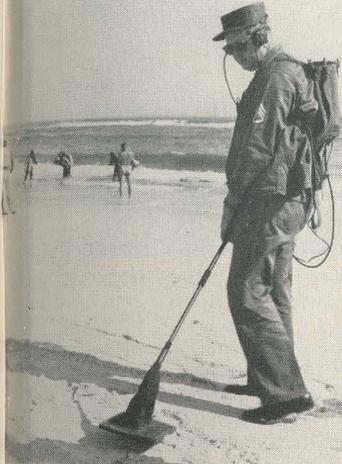
TO the extent that it is charted at all, the future is anticipated through by-gones, and as the marine world stands at the threshold of the atomic age, it is a good sign to see a few explorers swinging backwards on the gates of knowledge.

Wearing garb far more futuristic than that of the men who are fashioning the new atomic *Savannah*, volunteer skindivers directed by marine historian Frank O. Braynard have spent many weekends during the past summer searching the ocean floor off Old Inlet, Fire Island, for remnants of the original *Savannah*, known to have broken up there in 1821.

The search area has been narrowed to a few thousand square yards by Navy blimps using magnetic detection gear. There are several wrecks in the immediate area, and the divers probe the sand with sheath knives and electronic equipment, hoping to find wreckage that can be identified by any one of a score of ways as coming from the *Savannah*. An outstanding piece would be one of her bow anchors, singular for the fact that it was Russian, having been acquired while Captain Moses Rogers was trying to sell the vessel to Czar Alexander I.

While the expeditions have not as yet produced the wreckage, they have not been without results. Widespread interest in the old *Savannah* — and the new — has been created, and the figure of Moses Rogers has been reconsidered as an overlooked national hero, a man whose reputation was taken in ransom by an idea that America was not ready for.

The U. S. Army has volunteered a minesweeper to help "sound" the beach, which might well be covering the *Savannah's* anchor.



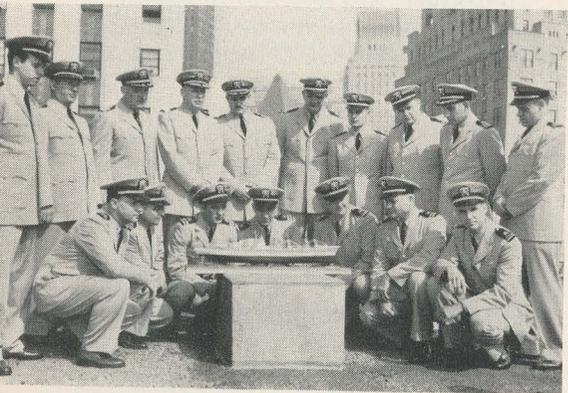
Lee Prettyman, a diver from Hartford, Connecticut, turned up a piece of copper sheathing, which Frank Braynard examines. He termed it "compatible" with *Savannah* wreckage.

Weekend expeditions during the past summer have brought hundreds of divers and other volunteers to the site of the *Savannah* shipwreck.



# The Savannah, from Paddles to Atoms

## LOOKING FORWARD



Ben Fasman

Officers of the N. S. *Savannah*, sporting their new uniforms, have just begun training for service on the first atomic cargo ship. Commodore T. C. Price stands fourth from the left.

WHEN the building of a nuclear merchant vessel was first proposed, Congressmen laughed and called the idea a "dream boat."

Forty months and \$40 million dollars later, she is a dream boat coming true for the crew of eight licensed engineering officers plus eight alternates who have begun a 15-month training program preparatory to serving aboard her. Selected by States Marine Lines, responsible for providing all 25 officers and 84 unlicensed crew members for the vessel, these men, along with the *Savannah's* master, Commodore Thomas C. Price, Sr., have passed rigorous mental, physical and aptitude tests, and have been approved by the Atomic Energy Commission and the Mar-

itime Administration; and most of them have taken pay losses and/or drops in grade in order to be able to serve on this ship of the future.

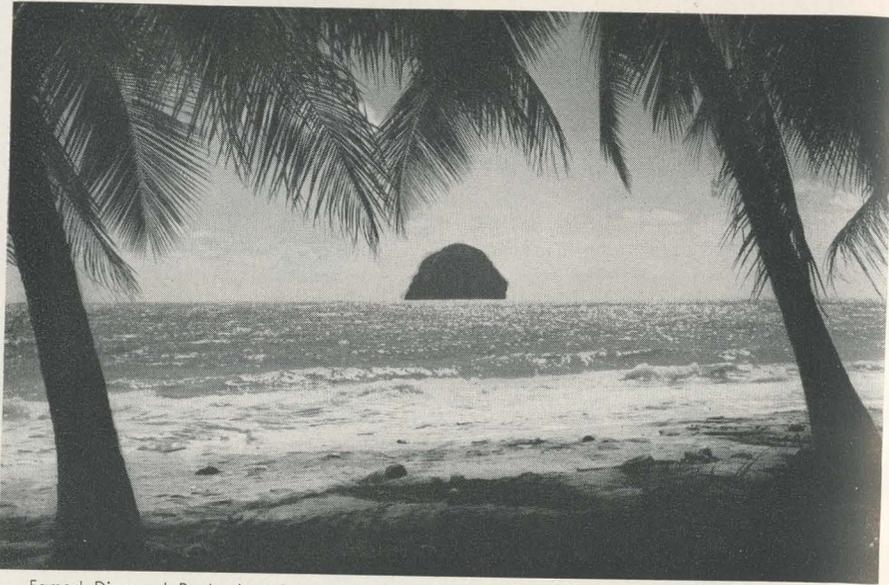
The crew are to be provided with instruction in reactor theory and in engineering and operation of the reactor. The engineers are currently to be seen in their new uniforms at the Marine Reactor Training School in Lynchburg, Va. conducted by Babcock & Wilcox, builder of the *Savannah's* pressurized water reactor. Further training will be held at the yards of the New York Shipbuilding Corporation, Camden, N. J., and at Atomic Energy Commission facilities.

Commodore Price, who will begin his special training at a later date, is meanwhile working closely with George G.

Sharp, Inc., designer; N. Y. Shipbuilding Corporation, builder; and the Maritime Administration, owner of the ship.

The Maritime Administration is paying tuition for the training of these 17 men, and States Marine Lines pays salaries, upkeep, travel and other expenses involved in the training program. The program is also available to a limited number of engineers from the U. S. Coast Guard, federal and state maritime academies, and other maritime organizations.

To be launched in 1959, the prototype vessel will undergo extensive tests and trials in U. S. waters. She is expected to be ready in 1960 to commence a projected world-wide goodwill tour, after which she will be permanently chartered to States Marine Lines for commercial operation.



Max Himm

Famed Diamond Rock played an unusual role in Britain's blockade of Fort-de-France, capital of Martinique, during the Napoleonic Wars.

## England's Stone Ship

Undoubtedly the strangest sloop-of-war ever to operate in the British Navy was *HMS Diamond Rock*, actually a rock and not a sailing vessel, although for 18 months during the 19th century it was a commissioned "vessel" in the British Caribbean squadron.

Diamond Rock rises abruptly in the St. Lucie channel off the Southern coast of Martinique in the French West Indies. It gained its unusual place in history during the 19th century Napoleonic Wars, when England and France were at each other's throats in Europe and in the Caribbean.

Martinique, birthplace of Josephine, Napoleon's empress, and long a French colony, was a rich prize, heavily defended by the French and repeatedly attacked by the English. Actual invasion did not seem feasible, so the English began a unique blockade — they fortified Diamond Rock, overlooking one of the most important sea lanes to the island's capital.

In January, 1804, the 74-gun ship *Centaur* put ashore the first landing party. Later the force was increased to 120 men.

Fortifying the towering pinnacle was no

easy task in the days of sail, yet the British landed not only men, but guns and ammunition. By sheer manpower they succeeded in mounting five guns. At the base of the rock, two batteries, each consisting of a 24-pounder, were installed. Another 24-pounder was hoisted onto a higher ledge, reached only by a rope ladder; two 18-pounders were hauled up by means of a hauser between the ship and the summit. The guns were pulled upward by hand via a block and tackle. Ammunition and supplies were landed the same way.

The success of the blockade is clouded in history. Clowe's history of the British Navy does not record any instance of a ship being sunk or damaged by *HMS Diamond Rock*, but the stationary blockader undoubtedly made life miserable for French ships using the channel.

It was such an asset that the French eventually did something about it. They succeeded in re-capturing Diamond Rock on June 2, 1805, after a two-day battle, thus terminating the 18-month career of *HMS Diamond Rock*, sloop-of-war of the British Navy.

Mark December 4th on your calendar —

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*For choice seating, send your orders immediately.  
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**FROM NEWFOUNDLAND:** A scale model of a 1920 Grand Banks fishing schooner has joined the special fleet of models given to the Institute's Marine Museum by foreign governments to represent the maritime traditions of their peoples.

The Honorable Campbell MacPherson, Lt. Governor of Newfoundland (right,) presented the schooner, on behalf of the government of his province of Canada, to Mr. Franklin E. Vilas, President of the Institute's Board of Managers. Mrs. MacPherson, who is the sister of Mr. Vilas, looks on.





## JUTLAND

Captain Donald Macintyre, R.N.

W. W. Norton & Co., Inc., \$3.95, *illustrated*

The culmination of more than a decade of deadly rivalry resulting from Germany's challenge to Britain's undisputed control of the seas, the Battle of Jutland immediately gave rise to debates which are still unresolved.

The Kaiser's High Seas Fleet and the British Grand Fleet were equally eager for battle, but they were each determined to fight on their own terms. Thus both fleets, in complete readiness for all out battle, endured for almost a year the frustration of false alarms, teasing minor raids, and worst of all, enforced inactivity.

Admiral Scheer aimed to meet and defeat a part of the British fleet, thus diminishing Britain's total naval strength. However, neither the maneuverings of the High Seas Fleet commander nor the pressures of the British Admiralty could move Admiral Jellicoe from his resolution that the British Fleet remain concentrated in the north to meet the Germans in full force when the inevitable opportunity arose. Finally, when everyone's forbearance was strained to the limit, Admiral Jellicoe's trap was sprung and the Battle of Jutland ensued.

*Jutland* is the result of Captain Macintyre's discovery that there was no book — other than official texts — recreating the greatest battle of the dreadnoughts. Beginning with the development and construction of Britain's first dreadnought battleship, the political, economic, technological and diplomatic happenings leading up to the battle are concisely traced. A virtually hour-by-hour account of the battle comprises the larger part of the text, told

suspensefully, dramatically and understandably, and based on exhaustive interviews with survivors and research into records and reports of both fleets.

Of equal fascination are the final chapters, wherein the author outlines the controversy following the battle. The German fleet, proud of returning home at all after a clash with the Grand Fleet, claimed victory, releasing incontrovertible figures of British losses a full 24 hours before the British forces had reached home port. Admiral Jellicoe's conservative reports thereafter were unheard. But as fuller facts from both sides became known, the German claim lost its validity, until today the judgment is heard that the battle was never really fought out — strange commentary on a day on which so many thousands of men lost their lives.

## EXTRAORDINARY SEAMAN

J. P. W. Mallalieu

The Macmillan Company, \$3.50

Thomas Cochrane, tenth Earl of Dundonald, was a most extraordinary seaman, indeed. With a single ship he held up Napoleon's armies for a month in the Spanish campaign; with a brace of ships he won the naval battles that broke Spain's hold on Chile and Peru; again with one ship, he captured the Portuguese navy, removing for all time that threat to Brazilian independence.

Captain Lord Cochrane, an authentic hero of naval warfare, pioneered combat methods which were not fully developed until nearly 150 years later.

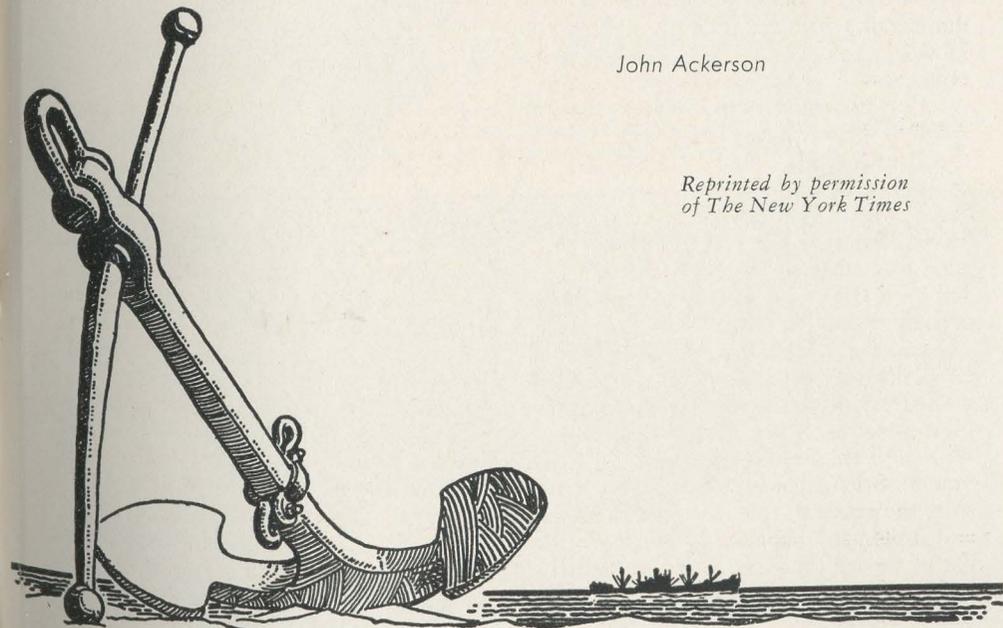
Mr. Mallalieu's story of "El Diablo," as the Spanish came to call Cochrane, is a fast-moving, engrossing tale of the ingenuity, courage, shrewdness and humor of the swashbuckler from Scotland.

## Seamen's Humor

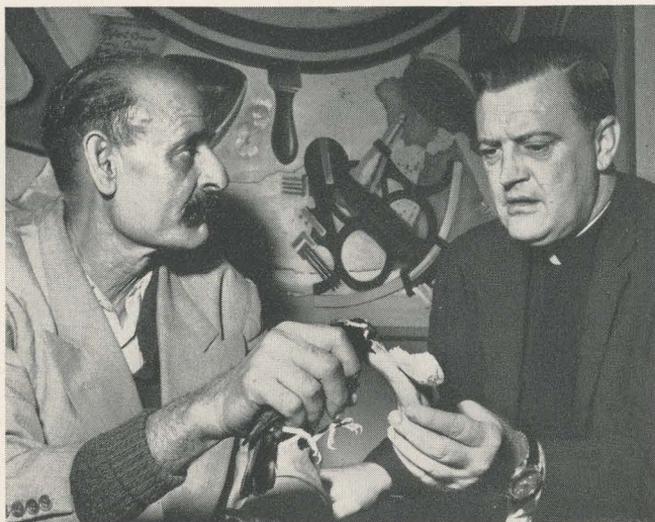
I never hear their chuckle but I see  
 The lean fire dart from "Cumberland's" last gun.  
 Her doomed lads waving caps, then quietly  
 Dark waters close and they and fame are one.  
 The taproots of my merry men strike deep,  
 Past dragon-prow, and pumiced oars of Rome,  
 To pranks where Atlantean cities sleep,  
 And bronze rust where the Cretan axe struck home.  
 Kindred to those that were, a stalwart pride  
 Is mine, and joy, and glow of fellowship;  
 I hail the men who banter at my side,  
 Heroes of old whose outstretched hands I grip:  
 They tell me jokes, again I am a boy  
 Among ships massed below the walls of Troy.

John Ackerson

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# At Our House



**GETS THE BIRD:** A few last-minute instructions for the "bird-sitter" go to the Rev. E. A. St. John, chaplain at the Institute.

This young myna bird, able to express his needs only in Hindustani, was cared for at the Institute one day last month by Chaplain St. John, while 62 Indian seamen from the British freighter *Manipur* went sightseeing as their ship was being fumigated at Pier 2, Bush Terminal.

**DEDICATION CEREMONIES:** The Very Reverend Matthews Papavasiliou, representing the Greek Orthodox Archdiocese of North and South America, officiated at services dedicating the new facilities of ANGYRA, the International Society for the Aid of Greek Seamen. At a reception given by ANGYRA on September 11, the new facilities on the fifth floor of the Seamen's Church Institute were formally opened.

Mr. Kosmas Fournarakis, President of ANGYRA, is pictured accepting the Bishop's blessing near the end of the ceremony. At his left, Dr. Raymond S. Hall, Director, and Mr. Franklin E. Vilas, President of the Board of Managers of the Institute, look on. The Reverend George Gousias assisted at the ceremony.

