

SHE HELD DOWN A SAILOR'S JOB ON AN OLD-TIME SAILING SHIP

And Now She Can Splice Ropes and Scrub Decks, and Even Stand Watch, With the Toughest Old Salt

New York, Jan. 25— When the turn at holding the lines or making Joseph Conrad, full-rigged sailing fast. One of the first things I had to do was to learn the names of all the Bay Ridge shore to the joy of old-time sailors, royals, &c. I took my turn still delight in the spread of sails, at washing the decks, polishing the she landed the two girl members of brass, painting and making chafing her crew who had helped man her gear. I learned to splice rope and during the seventy-one days voyage make sailor's knots. We all did.

Didn't Like to Sew.

"We were too busy to think of much except work," continued Miss Baker. "And when it was time to go off duty, we were only too grateful to eat something and then tumble into our bunks because we were just plain tired. Some of the things Miss Jansen and I didn't like so well to do were making curtains and binding the edges of mats for the chart room. But we did whatever duty came and I wish I could go to sea again tomorrow. After we left Madeira, we girls were assigned as day workers, our day being from 7 in the morning to 5 in the afternoon with half hours off for breakfast, for coffee and for lunch.

"We sailed from Harwick, England, on October 22—thirty men, two girls and a cat," said Miss Christine Baker, one of the girls yesterday, when seen at the home of Dean Virginia Gilder-sleeve of Barnard College whose guest she is. "I had never been on a boat before except to go across the English Channel to France. I had this opportunity because my friend, Miss Elsie Jansen, through the courtesy of the skipper, was making the trip as far as New York and I was asked to come with her."

Not Make-Believe

One quickly discovers that Miss Baker and Miss Jansen were not make-believe sailors. For Miss Baker told of falling in line with disagreeable tasks that had to be done as well as having fun of "skittering up the running" or crawling out on the jib boom under balmy moonlit skies as the ship sped southward after leaving Madeira. She confided that the first time she was ordered aloft, she was "scared to death." This was partly because she was a bit seasick and before she had steady sea legs. "But I was afraid that if I begged off, I wouldn't be asked again," she said. "So up I went, I stood watch just as everyone else did. Watches divide each twenty-four hours into five periods. From midnight to four in the morning is the first. The others are 4 to 8; 8 to 1 p.m.; 1 to 7 and 7 to midnight. One day we did three of the five watches and the next, two. So that made fourteen hours on duty one day and ten hours the next.

"We dressed in sailor fashion. We could not have worked comfortably otherwise. We wore the flaring trousers and had a sweater for cooler weather. When we tacked ship, I took my

ALOFT IN THE DEAD OF WINTER

New York, Jan. 25—Winter is as much a menace to air transportation as it is to surface travel, and elaborate preparations are made to keep the winged liners moving uninterruptedly along the skyways. The air lines have no rights of way to keep cleared as the railroads, but they do have terminals and emergency fields, and when winter blows her snow-laden breath across the countryside, the ports for the winged liners must be kept open.

Over at Newark airport which the air lines now use as the terminal for New York, and out at Floyd Bennett Field which soon may be made the terminal for airlines, plans already have been made to combat winter. A battery of motorized sweepers and scrapers plows into the tons of flages that pile up on the runways. Crews of city employees—both fields are municipally owned—tackle the job just as soon as the fall is heavy enough to interfere with the landings and take-offs of the planes.

Last January, when the snowfall was heavy in this area, the crews at Newark worked day and night to keep the landing field open, and high banks of snow still fringed the port when the army took over the task of flying the mails which cost the service thirteen lives in a few months. This snow finally was carted away in much the same manner as it is hauled from the streets of the city, but when the fall was continuous and threatened to interfere with the operation of the airport, the only consideration was to keep the runways open.

Floyd Bennett Field at the end of Flatbush avenue is making preparations almost identical with those of Newark to handle the situation this year. The city also is installing heaters in the big hangars at the field which were almost as cold as the outside last winter. But this year it is different. New York's municipal field has a tenant air line—Transcontinental and Western Air—which it did not have last, and it has hopes of getting the others shortly.

The preparations at the fields also include the replacement of summer oil with the winter types; the changing of the fuel; installation of storm doors at the waiting rooms and rearrangement of other things incidental to smooth operation.

What is being done at the airports here is only a fraction of the actual preparation being made by the air lines to insure safe travel during the winter months. Some of the air lines already have installed de-icing boots on the wings and tail surfaces while others have had ice warning instruments mounted on the wings so that the pilots will have instant warning of a condition which might prove disastrous. The heavy, fur-lined flying suits of the mail pilots are ready for them to don in case they are forced to fly through weather which cannot be flown safely with passengers. The pilots and hostesses of the passenger liners already are wearing their heavy uniforms, and still heavier clothing is to be found in the "ready rooms" at the airport in case the mercury drops down below the zero mark on the ground.

The cabins of the winged transports are heated, and the passengers find it comfortable no matter how cold it is on the outside, but the pilot's cockpit in most cases does not have a heating until. Hence the need for the warmer clothing for members of the crew.

But—its out along the airway that the real preparation has been made to beat winters most furious blasts. High up in the mountains the tenders of the skyway beacons—the light-houses of the air—have stocked their larders with provisions to carry them through the winter; caretakers of emergency airports on isolated hill-tops, which never may be used, but must be kept in readiness, likewise have stored away supplies to last until spring for they know that the ice and snow will cut them off from the

ple of her own age. There are plenty of adventure books for youngsters, but then there is a gap and the next ones are full-fledged novels for grown-ups. She thinks there should be books for young people past fifteen but not yet past the age when they are interested in adventures that are youthful rather than juvenile.

rest of the world until the late thaws. Those lonely guardians of the skyways are but one of the many gears in the smooth running machinery of the air lines. There also are the radio beacon attendants; the weather observers who chart the skies and keep the pilots informed of changes by radio telephone and the mechanics who attach air conditioning devices to the planes when they are on the ground to prevent the cabins from being chilled.

Snapshots from NBC's family album: Shirley Howard is the wife of Norman Jay, a Philadelphia book publisher . . . Mark Hellinger, the newspaper Columnist now appearing on the air waves with his wife Gladys Glad, the Ziegfeld beauty, is a nephew of the late Joel Rinaldo, proprietor of Joel's famous New York restaurant of another generation . . . Edward J. Fitzpatrick, conductor in the San Francisco studios, and Mary Wood, soprano heard on several transcontinental broadcasts were recently married.

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