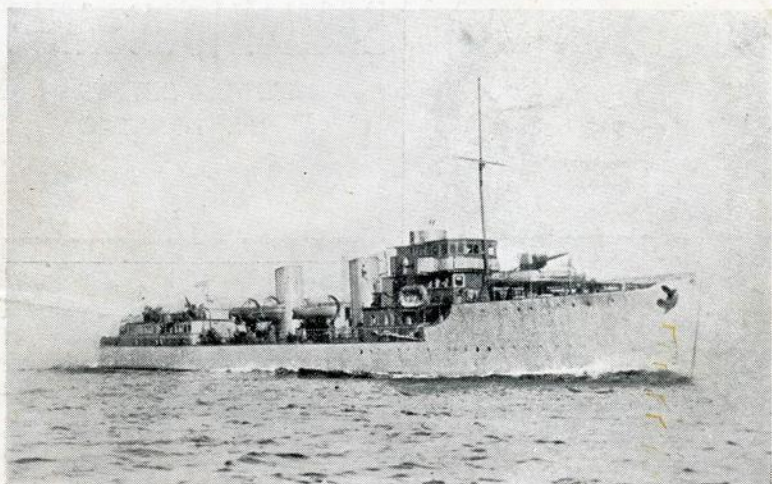


THE JEWISH MARINE LEAGUE

(Founded 1934)

We deeply regret the death since we went to press of the Very Reverend the Chief Rabbi Dr. J. H. Hertz, C.H., who was President of the Jewish Marine League.



THE "CUTTY SARK" AS H.M. DESTROYER
Now acquired as the Jewish Marine League's Training Ship and Hostel

SOUVENIR BOOKLET

Price 1s. 6d.

ODEON LEICESTER SQ.
Whitehall 6111

ORSON WELLES
CLAUDETTE COLBERT
GEORGE BRENT

in

TOMORROW IS FOREVER



MARKS & SPENCER, LTD.

WISH THE FUNCTION
EVERY SUCCESS

GUINNESS
IS GOOD FOR YOU

BALKAN SOBRANIE

FINE CIGARETTES
& PIPE TOBACCO



**CANOE & SMALL BOAT-
RECREATION**

Britain's Outdoor Magazine

UP-TO-DATE INFORMATION
FOR ALL SPORTSMEN AND
RECREATION LOVERS

*Get a copy and tell your friends
about it*

Price 1/- Net

A PAN PRESS PUBLICATION
of all Bookstalls and Newsagents

THIS SOUVENIR BOOKLET

is issued by

THE JEWISH MARINE LEAGUE

on the occasion of its

CONCERT OF JEWISH MUSIC

at the

ROYAL ALBERT HALL

TUESDAY, FEBRUARY 5th, 1946, at 7 p.m.

FISTOULARI

with the

LONDON SYMPHONY ORCHESTRA

Leader: GEORGE STRATTON

GERTRUDE HOLT

(Mezzo Soprano)

MAX ROSTAL

(Violin)

ANTHONY PINI

(Violoncello)

Arranged by SIDNEY KISILEVSKY, Honorary Director,
Department for Hebrew Art of the English Zionist Federation

JEWISH MUSIC

There has been of recent years a steady and growing understanding and appreciation of Jewish music, which is Jewish in feeling, tradition and form.

The Bible and the Talmud contain evidence of the musical development of the ancient Hebrews. Musical services formed part of the ritual in the Temple, and the Psalms show a definite musical structure. Temple melodies were transplanted into the primitive Christian hymnal, and may still be traced in the Gregorian and Ambrosian chants.

To a large extent Jewish music is bound up with the Synagogue, as it was for centuries bound up for Christians with the Church. The Hazan and his Meshorerim and, outside the Synagogue, the Klesmer, the Marshalik, and the Badchan are embodiments of the Jewish love of music.

The Jewish folk song is now internationally recognised and has come to form part of the repertoire of many famous folk singers who are not Jewish. Yiddish folk-song singers like Isa Kremer, Victor Chenkin, Chayele Grober, Gertrude Holt, have made established reputations.

In the Soviet Union and elsewhere a high place is held by the plays of Abraham Goldfaden, into which he wove folk song and folk motif.

It is being increasingly recognised that no school of music can exist without drawing on folk song.

In Russia, where Jews lived in compact masses and developed a rich Jewish folk life, great Russian composers like Moussorgsky and Rimsky-Korsakoff were attracted by the Yiddish folk song and introduced some of these melodies into their music. Some of the Jewish pupils of Rimsky-Korsakoff founded a Society for Jewish Folk Music, which has done valuable work. Julius Engel, Moses Milner, A. Z. Idelson, Lazare Saminsky, and Michael Gnossen have contributed a great deal to this development.

Saminsky, who spent several years in London, organised here about a quarter of a century ago a branch of the Jewish Folk Song Society, and arranged several Jewish music concerts in the Queen's Hall and elsewhere. He has continued this work in America, where he lives now. He is known as a composer by his "Lament of Rachel," and "The Daughter of Jephtha." There is, too, in London Samuel Alman, who wrote the Hebrew opera, "King Ahaz."

Jewish music of importance has been written by Michael Gnossen in his "Maccabeus," and by Moses Milner in his "Unesane Tokef."

In Russia Alexander Krein has written "Jewish Sketches," "Kaddish," for tenor, chorus, and orchestra, and "Sabbattai Zevi." His son, Julian Krein, is also making a name for himself as a composer. Another Jewish composer in Russia, Alexander Weprik, has had his "Dances and Songs of the Ghetto" played by Toscanini and the New York Philharmonic.

Jewish music has also made rapid advances in Palestine, where Joseph Weinberg, for instance, has written "Jacob's Dream," for orchestra, and a folk opera, "The Chalutz."

But the great Jewish composer to-day, one of the greatest living composers, is Ernest Bloch, whose "Shelomo," for cello and orchestra, is one of the outstanding works of modern Jewish music.

Mr. Sidney Kisilevsky, who has been doing valuable work in popularising Jewish music during the last few years, as Honorary Director of the Department for Hebrew Art of the English Zionist Federation has, in aid of the work of the Jewish Marine League, organised the first concert of Jewish music ever to be held in the Royal Albert Hall. Bloch's great work, "Shelomo," will be heard in London at this concert for the first time. It will be played by Anthony Pini, violincello, with the London Symphony Orchestra, conducted by Fistoulari.

The Concert on February 5, 1946, has attracted great interest among all music lovers and all lovers of Jewish music.

Other items on the programme include "Overture on Jewish Theme," by Prokofiev, and songs, Hebrew and Yiddish with orchestra, by Milner, and by Kisilevsky, sung by Gertrude Holt.

Gertrude Holt's consummate artistry

From the *Jewish Chronicle*, December 14, 1945.

The song recital given by Miss Gertrude Holt at the Jewish Marine League function at the Bulldog Restaurant, New Bond Street, W., confirmed the opinion which I expressed in these columns when she first appeared before the Jewish public—that she is supreme among singers of Hebrew and Yiddish songs in this country. Consummate artist that she is, I am not surprised to hear that she has received a number of attractive offers to appear on the West-End stage. But so determined is she to dedicate her life to the furtherance of the music of her own people, that she has refused them all. Among the songs which she sang were three—including a Hebrew sea-shanty—composed by Mr. Sidney Kisilevsky. Miss Holt will also sing at the Albert Hall Concert on February 5, when half the programme is to be devoted to Hebrew and Yiddish music.

N. B.

Ambassador of Jewish Music

From the *Jewish Chronicle*, January 4, 1946.

A concert of particular Jewish interest, promised as the first of a series, was given by the Barcai Zionist Society last Sunday, at Wigmore Hall. It set out to be an all-Jewish concert, but did not quite achieve its aim, owing partly to unavoidable circumstances. But the programme as published did in fact show how much can be done in this direction. What was primarily noticeable about that programme was the fundamental unity in its diversity: Palestine, Eastern Europe, England, and Switzerland, all had some representation in it, yet basically the music and songs written by composers working in all these countries was Jewish: Jewish in sentiment, in feeling, and, perhaps more disputably and less clearly, in form. It was noticeable, too, that Jewish religious music had deeply influenced all or most of the items, and perhaps it was this factor that made for fundamental homogeneity. One need not point out the religious influence in Bloch's "Baal Shem," and "Kol Nidrei," but the attentive ear could discern it clearly not only in Mindel's version of "Ad Ana Adonai," but in Chernikovsky's "B'Aviv," and "Lyla Lyla." But what of the folk songs: "Herzu mein teier kind," and "Ich bin shoin a Madel"? Here the influence was perceptible more in the mode than in the form of expression, this being even more noticeable in "Loh mir sich iber.beten." Yet this, too, is a Jewish prayer, and the matchless feeling which the singer, Gertrude Holt, felt for its sentiment and mood raised it to the highest level of Jewish musical expression. Here let me add that in Gertrude Holt Jewry has a singer who may well prove to be that great world ambassador of Jewish vocal music who has had so many forerunners—fallen by the wayside or strayed into other paths. She uses a very beautiful voice with perfect restraint and control, and a marvellous depth of feeling, and can refine an essentially Jewish modulation or cadence till it loses all that touch of the "grotesque" and "gross" which jars on alien ears, and becomes a thing of subtle beauty and, at times, of tragic terror. In few words one cannot adequately express one's admiration of her artistry. Of the other artists, unfortunately Max Rostal was ill, so we could not hear his "Study in Fifths." But Yfrah Neamann who took his place, was no mean substitute in Bloch's "Baal Shem," and "Kol Nidrei." (It was strange to hear members of a Jewish audience break into applause half way through this work—do they not know it?) Herman Simberg brought a florid, Eastern European quality into his singing, but great as is his gusto for operatic arias one would rather have heard him in more Engel songs. Sidney Crooke proved, as always, that most rare of artists the perfect accompanist.

Much more could be written about this concert, but one thing needs to be said. It has proved that it can be done. Nor is the repertoire by any means exhausted.

H. C. S.



FISTOULARI



GERTRUDE HOLT



ANTHONY PINI



MAX ROSTAL



SIDNEY KISILEVSKY

Programme

Overture on Jewish Theme - - PROKOFIEV

Songs:

Ad-Ana-Adonai (13th Psalm) - - MILNER

Ba'aviv (Poem by S. Chernichovsky) }
Shalom Rav Shuvech } SIDNEY
(Poem by Ch. N. Bialik) } KISILEVSKY

The Maaseh (Jewish Story) - TRADITIONAL

Shelomo-Rhapsody for Violoncello & Orchestra - BLOCH

Concerto for Violin & Orchestra - MENDELSSOHN

"1812" - - - - - TCHAIKOVSKY

The 13th Psalm. Ad-Ana-Adonai

How long wilt Thou forget me, O Lord, for ever?
How long wilt Thou hide Thy face from me?
How long shall I take counsel in my soul having sorrow in my heart daily?
How long shall mine enemy be exalted over me?
Consider and hear me O Lord my God: lighten mine eyes lest I sleep the
sleep of death;
Lest mine enemy say I have prevailed against him: and those that trouble me
rejoice when I am moved.
But I have trusted in Thy mercy; my heart shall rejoice in Thy salvation.
I will sing unto the Lord, because He hath dealt bountifully with me.

Ba'aviv. In the Spring

New life . . . the sky a blue canopy . . . rays of light and life . . . joys
that gladden . . . the spirit of youth . . . the breath of life on a field of
green amid myriads of blossoms.

Feathered wings twitter from above (who has the power to answer them?),
and are answered by the mountain deer.

Shalom Rav Shuvech. Welcoming the First Bird of Spring

In welcoming the first bird of spring Bialik contrasts the freedom of the
bird to fly through the world without restraint, with the imprisoned life of the
Jew unable to reach Palestine. The bird is free to fly to the Jewish Homeland.
Do the Jews who live in their own land remember the suffering of those in
exile? Bialik pictures the fields and the landscapes of Palestine, and sings of
his hope to reach the Land one day.

The Maaseh. (Jewish Story)

A Jewish mother sings her child to sleep, telling it of Jewish life as it was
in the days when the Jews were in their own land, where husband and wife
were King and Queen, and the children were like sturdy trees on which little
birds sang. To-day the life of the Jewish people is sad. The King has died,
the Queen is broken-hearted, the trees are uprooted, and the birds have flown
to other parts of the world.

THE JEWISH MARINE LEAGUE

THE PIONEER JEWISH PROFESSIONAL SEAFARING ORGANISATION

Thousands of young Jews volunteered during the war or were enlisted in the Allied Navies and Merchant Fleets—among them large numbers of refugees, Stateless and Palestinian Jews. In Palestine alone over 1,000 Jews volunteered for the British Navy, and about 300 officers and men who were trained in the schools of the Jewish Marine League are serving, or served in the different Allied Navies and Merchant Fleets.

The Jewish Marine League, which was founded in 1934, was the pioneer Jewish professional seafaring organisation. It grew like the Zebulun, a sea-scouts and pre-sea training organisation, out of the Betar movement in Palestine, but both soon became completely non-partisan bodies, realising that seafaring is not political. Nor is the Jewish Marine League concerned solely with Palestine. It is engaged in a work of Jewish professional adjustment and productivisation by directing a number of young Jews to obtain their living on the sea, and also by training them as ships' engineers, ships' carpenters, etc., to equip them for following these occupations, if they afterwards wish, on land.

In 1934 the Jewish Marine League established in Civitavecchia a training school under the direction of Captain Jeremiah Helpern for deck officers, ships' engineers, and fishermen.

Mr. and Mrs. Ephraim Kirschner of Paris presented the Jewish Marine School with a sailing ship with an auxiliary motor, a beautiful four-master originally the yacht of an American admiral. It was the largest sailing vessel in the Mediterranean. In honour of Mrs. Kirschner, the name *Four Winds* was changed to *Sara I*. The hull was painted blue and white, the hold rebuilt to accommodate sixty cadets and crew. Under the command of Captain Helpern she made many training cruises lasting from six months to a year, touching all the important ports of the Mediterranean Sea and several in the Atlantic. During the winter of 1939, which was the stormiest period known in the Mediterranean for over half a century, the *Sara I* made her usual training voyage and rode out thirty storms, four hundred squalls, eleven waterspouts and tornados, and two hurricanes.

In 1936 the Jewish Marine League formed a branch in Riga, and acquired a large sailing vessel, which was renamed *Theodor Herzl*, for the training of able seamen. Beginning with voyages along the coast, they were soon able to cross the Baltic Sea to Scandinavian harbours and even ventured into the North Sea.

In 1937 two fishing vessels were added to the fleet in Civitavecchia: *Necha* was presented by Mr. Michael Hollander of New York, and *Lea* was donated by the late Signor Giorgio Roifer, a young Jewish timber merchant of Pisa. Under Captain N. Fusco, a noted authority on fishing, a group was selected for special training. On one of her trips, the *Necha* earned a prize for saving another fishing boat on a stormy night in the open sea beyond Leghorn.

The Jewish Marine League also opened a pre-sea centre in Shanghai. It acquired a number of smaller training craft, and preparations were made to secure a big steamer.

In 1938 Italy adopted the anti-Jewish racial legislation of Hitlerist Germany. The school at Civitavecchia was disbanded; then the *Sara I*, which had been damaged in a storm, and the two fishing vessels were seized by the authorities, with most other Jewish property.

For a time an effort was made to reorganise the work of the Jewish Marine League from America. An agreement was reached between the League and the town council of the Nathaniya colony in Palestine and a young and brilliant Jewish officer of high rank in the Italian Navy—one of the many victims of Italy's race laws—accepted the post of director. The work was to begin in the autumn of 1939. Then the war came, and everything had to be suspended.

As already stated, about 300 officers and men who were trained in the schools of the Jewish Marine League served on Allied ships throughout the war. Now with the end of the war, the Jewish Marine League has restarted activities. Its first work is the establishment of training courses for navigation officers, engineers, and shipbuilders. As already pointed out, large numbers of young Jews have been doing war service in the Allied fleets, but the Naval Service does not provide the necessary nautical knowledge and training for finding employment in the Merchant Marine. It would be a great loss if they would now have to leave the sea and try to find employment in other professions, which are probably already overcrowded. It is a matter of urgent need to provide them with additional training to enable them to continue in the seafaring professions.

The work of the Jewish Marine League is a contribution towards post-war Jewish economic rehabilitation. Much was done before the war through the medium of organisations like the I.C.A. and the O.R.T. to divert a larger proportion of Jews to the productive occupations, particularly agriculture and industry. The history of Soviet Jewry is to a great extent based on vocational productivisation. The Chalutzim movement, with its eyes turned towards Palestine, is working towards the same aim.

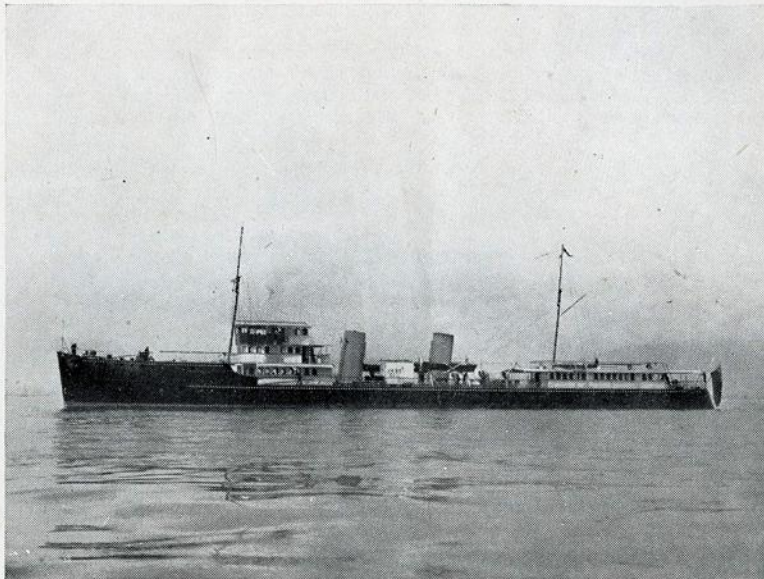
The conditions which now exist in liberated Europe make this work more imperative than ever. It is true of all sections of the population. *The Times*, writing recently of these conditions, emphasised that throughout Europe "the need for training men and women to new trades is recognised." But it is true above all of the surviving Jewish populations. Under the Nazi occupation Jews who were not exterminated were declassed. The young people grew up in an atmosphere which made it impossible for them to obtain training in any trade.

It has always been held important in Jewish economic planning to see that the Jewish population should be distributed among all economic groups, avoiding the one-sidedness which in the past has been a feature of Jewish economy. In post-war Jewish construction and reconstruction the place of the sea must also be considered together with that of the land, the workshop, and the factory. This is the special task of the Jewish Marine League. "It is more heartening to read of (say) fifty young Jews becoming sailors than of fifty more young Jews becoming lawyers or doctors," the *B'nai B'rith Magazine* has written.

The Jewish Marine League will enable some of the Jewish boys in liberated Europe, whose parents were murdered by the Nazis and who have grown up without any trade, to obtain training to follow the sea profession, and thus become self-supporting.

The Jewish Marine League has the active interest of the Admiralty, the Board of Trade, and the London County Council, and of the O.R.T.

The L.C.C. has made arrangements for sixty pupils a year to be trained under the auspices of the Jewish Marine League in the L.C.C. Nautical Schools, whose Principals are members of the League's Advisory Council.



THE "CUTTY SARK"

Photo by BECKEN & SON, COWES

The Jewish Marine League has acquired from the Admiralty the famous steam yacht *Cutty Sark* as its training ship and hostel. The *Cutty Sark* was owned before the war by the Duke of Westminster, and during the war served as a destroyer.

The *Cutty Sark* is a two-funnel steel ship, 265 ft. in length, with a 20.5-ft. beam. She has all her furniture and nautical instruments on board, as well as a full wireless operating set. When she was built, her price was £250,000, and before the war she was insured for £50,000.

The *Cutty Sark* is the third training ship of the League. The first was *Sara I* (ex-*Four Winds*) and the second was *Theodor Herzl*. Both of these were lost to the enemy during the war. The acquisition of the *Cutty Sark* marks the first stride forward of the Jewish Marine League in its post-war plans.

JEWISH CHRONICLE, Editorial, December, 14, 1945

The *Cutty Sark*, formerly the Duke of Westminster's yacht and subsequently used as a destroyer during the war, has been acquired from the Admiralty by the League for training purposes. Her acquisition marks a very considerable addition to the scope of opportunities for Jewish youth to participate in a noble and manly profession and as such should bring a welcome breath of reassurance and hope to Jews in these politically sultry and depressing times. There is no reason why the tiny number of vessels already flying the Jewish flag, and the number of ships in which Jewish seamen and officers serve, should not grow steadily, and in time sail all the seven seas. The impulse is there, in the hearts of the Jewish people, and the tradition too, for, as Commander Ashe Lincoln reminded us, seafaring is not a new profession so far as the Jew is concerned. That it should be brought out of oblivion at this particular moment witnesses to the strength of the revival of the Jewish people's spirit, which cannot be obliterated by enemies or dismayed by setbacks. So long as that spirit remains strong and virile, Jewish aspirations will abide—and in the end not be denied.

(12)

TELEPHONE:
AVENUE 5377
TELEGRAMS:
CHIRABINAT, MAIDA, LONDON.
CABLEGRAMS:
CHIRABINAT LONDON.

OFFICE OF THE CHIEF RABBI

4, CREECHURCH PLACE, ALDGATE

LONDON, E.C.3 26th Oct. 1945 570 6

Dear Mr. Leftwich,

It is a matter of real regret to me that my state of health prevents my presence at the dinner which marks the eleventh anniversary of the Jewish Marine League, and inaugurates its post-war activities.

One of the occupations which Jews in our time have been neglecting is seafaring. Jews have been renowned seafarers in the days of old; and the Bible speaks of Dan, Asher and Zebulun as seafarers. It is highly desirable that a goodly number of our young Jewish generation should be diverted to that noble life. The war has left thousands of Jewish orphans in Europe who must be given a future, away from the old congested trades and professions. The sea blows a fresh wind of hope for them, and Palestine and the shores of the Mediterranean provide their coastline.

I should have been indeed happy to meet your guests, the Civil Lord of the Admiralty, Mr. W. J. Edwards, M.P., and Lord Latham, and Vice-Admiral Gordon Campbell, V.C., D.S.O., and express my deep gratification that they are showing such an interest in our endeavour to open a new outlet for Jewish skill and enterprise. May God crown the labours of the Jewish Marine League with blessed results.

I am,

Yours sincerely,

Chief Rabbi

Joseph Leftwich, Esq.,
Jewish Marine League,

(13)



Photo by KRONGOLD

Lord Latham, Captain Helpern, and Mr. W. J. Edwards, M.P., at the Jewish Marine League's post-war inaugural dinner, Savoy Hotel, London.

Lord Latham

Lord Latham, Leader of the L.C.C., speaking at the post-war inaugural dinner of the Jewish Marine League, held at the Savoy Hotel on November 6, 1945, said :—

“ I count it a signal honour to be the guest of honour at this dinner to celebrate the eleventh anniversary of the Jewish Marine League and the work which it is now undertaking. Its purposes and aims are noble, and its achievements important. It is a most worthy object to provide facilities for young Jewish men to train in the seafaring occupations. Many of them served in the Royal Navy and Merchant Marine, and there is nothing better than to provide them with facilities for qualifying to continue their sea careers. When Captain Helpern came to me for help, I was only too willing to have the London County Council provide facilities to have these boys who had served in the Navy and Merchant Marine trained in the London County Council Nautical School. As Leader of the L.C.C. I am very concerned with this work.

“ I am glad that Mr. Bispham, who is responsible as Education Officer of the L.C.C., and the Principals of the two L.C.C. nautical training schools are present here. You can rely on the support of the London County Council for your project. The sea speaks a common language. It is an element which links nations and peoples together. And so, the Jewish Marine League, by its work, is also an instrument of securing friendship and peace. I therefore wish abundance of success to the Jewish Marine League.”

(14)

The Civil Lord of the Admiralty

Mr. W. J. Edwards, M.P., Civil Lord of the Admiralty, speaking on the same occasion, said that he wished to associate himself with everything Lord Latham had said. “ I am here,” he went on, “ in a dual capacity, both as a sailor myself and as Civil Lord of the Admiralty, and also because I have the honour to represent in Parliament that most important Jewish constituency—Whitechapel. That is the first reason why I would have associated myself with anything Jewish.

“ As a sailor I have a great interest in a movement like the Jewish Marine League, and this interest is greater because of my present post at the Admiralty. There is no finer thing for the peace of the world than the atmosphere which the sea brings to people. The association between one country and another resulting from the sea is a safeguard for peace. If the Jewish Marine League can play a small part in that it will be playing a great part in restoring the peace of the world.

“ When I saw Captain Helpern and read your literature, I became very interested in your Marine League, and I think it is a very good and important work which you are doing. We, in this country, have a long and very important tradition of the sea, and if the Jewish Marine League can associate itself with the traditions of the Royal Navy and the British Mercantile Marine it will have something to be proud of. Your boys will be receiving their training in our nautical schools here, and they will absorb British sea tradition. This is a matter of great importance to them and Palestine and the world generally. Like Lord Latham, I want to tell you that I will give the greatest support to the Jewish Marine League.”

Captain Helpern

Captain J. Helpern, speaking at the dinner, after describing the work of the Jewish Marine League before the war, reported on the agreement reached between the Jewish Marine League and the O.R.T., by which the Jewish Marine League will carry out the work of professional readjustment of Jews in the seafaring profession, and will work in close co-operation with the O.R.T.

“ We shall do our best,” he went on, “ to try to work together in co-operation with any other bodies or individuals interested in advancing the idea of bringing Jewish Youth to engage in seafaring. We are a non-political and non-partisan body, and we shall be happy to work towards this end with all organisations and all people of all shades of political beliefs. We of the Jewish Marine League and our friends of the O.R.T. are concerned with a job of work, not with politics. We are a practical organisation.”

Captain Helpern outlined the details of the Jewish Marine League's training scheme, and of its agreement with the London County Council nautical schools, and emphasised the need of helping some of the Jewish orphan children in Europe who have grown up during the Nazi occupation without any trade or profession to learn seafaring as a profession.

From Manchester and Jerusalem

Councillor Moss, President of the Council of Manchester and Salford Jews, wrote : “ I send my best wishes to the Jewish Marine League, which can play an important part in the regeneration of our Jewish Youth in Palestine.”

Mr. Daniel Auster, Deputy Mayor of Jerusalem, wrote : “ I wish you every success and hope that the eleventh anniversary will be a turning point in the activities of the League, and that we will be in a position soon to see ships under a Jewish flag bringing our brethren to Erez Israel, and exporting from there the products of our agriculture and industry. Heartiest wishes to you all, and especially to my old friend Captain J. Helpern.”

(15)

JEWES AND THE SEA

When Jacob blessed his sons he said that Zebulun should dwell at the haven of the sea; and before the Children of Israel entered the Promised Land Moses prophesied that Zebulun should "gather in the abundance of the Seas." The Bible speaks of the tribes of Dan, Asher, and Zebulun as seafarers. When Solomon sent his ships to Tarshish and Ophir Jews were mariners. In nearby Sidon and Tyre the Phœnicians had established themselves as the foremost maritime nation of the ancient world. Many of the tribesmen of Dan, Asher, and Zebulun sailed on the Phœnician ships which navigated the known world, and reached as far as Britain, and if legend and myth have any basis, even discovered America.

Simon Maccabeus took Jaffa to establish the seagoing trade of Judea, and Herod built the port of Caesaria. Josephus speaks of the skill of Jewish sailors. Jewish merchants in the ninth century opened sea trade routes, travelling from west to east, from east to west, partly on land, partly by sea. "They take ship in the land of the Franks, on the Western Sea and steer for Farama. They embark in the East Sea (Red Sea) and sail from Kolzum to Jeddah; then they go to Sind, India and China." They are credited with the introduction of the words "barge," "barque," and "sloop," as well as "bale" and "baggage."

There were Jews among the companions of Vasco da Gama and Magellan and Columbus. Jewish merchants in Spain and Italy, Holland, England, and Germany played a great part in the development of the Atlantic trade. The first Canadian to sail his own grain ship from Canada to England was Captain Hart, a Jew.

Dr. Cecil Roth has drawn attention to the fact that many Jews in the eighteenth century served in the Royal Navy before the mast. At the capture of Quebec, he writes, Alexander Schomberg, son of the Physician to the Great Synagogue, was in command of the vessel which covered Wolfe's landing. His portrait was painted by Hogarth and subsequently published under the title, "A Sea Officer." (History repeated itself, says Dr. Roth, parenthetically, for upwards of a century later, when a tobacco-manufacturing firm desired to reproduce for publicity purposes the portrait of a typical English tar—still one of the best-known pieces of advertising in this country—it was the head of a Jewish sailor born in the East End that, as it happened, served for the purpose.)

Some years ago, Dr. Roth records, a letter from a Jewish tar who fought under Nelson at the Nile was offered for sale in London. There was another Jew, Richard Barnett (uncle of Samuel Phillips, the literary critic and essayist), who served in this battle on Nelson's flagship, *Vanguard*. Another Jew who served under Nelson was Moses Benjamin, who was discharged from the *Victory* in August, 1805. Family traditions tell of other Jews who fought at Trafalgar, whose descendants are prominent in the Jewish community to-day: Isaac Salaman, who was bought out of the Navy some time after the battle; Barnett Abraham Simmons, subsequently minister in the Penzance synagogue, who, according to a report, lost a finger in the Service; and one De Saxe, who served under Nelson (according to a family legend, in the flagship) at Trafalgar. Isaac Vallentine, the founder of the *Jewish Chronicle*, was yet another well-known English Jew who served before the mast in the Napoleonic wars. In George Sanger's memoirs, *Seventy Years a Showman* (London, 1927), an account is given of a couple of Jewish performers, Israel and Benjamin Hart, who were pressed for service on *Pompey* and turned out to be good sailors and brave fighting men. There were three Jews—all man-o'-war's men—among the old salts in Greenwich Hospital in 1850; and in the West Ham cemetery of the United Synagogue there lie the remains of an old Greenwich pensioner named Solomons, who had served in the Marines during the wars against the French, had been awarded several medals, and died in January, 1871.

In the War

Many Jews served in the British and Allied navies during the war. One of them, Petty Officer T. W. Gould, was awarded the V.C. for valour while serving with H.M. Submarine *Thrasher*.

The Congressional Medal of Honour, which is the American equivalent of the British V.C., was awarded to two American Jewish marines, Marine Corporal Douglas T. Jacobson, of Port Washington, New York, and Marine Private Franklin E. Siegler, of Little Falls, New York.

Vice-Admiral Ben Moreell, of the Civil Engineer Corps of the United States Navy has been awarded the Distinguished Service Medal for his services as Chief of the Bureau of Yards and Docks.

At Pearl Harbour there were a number of Jewish heroes. Lieut.-Commander Solomon Asquith of the *Utah* was decorated with the Navy Cross for rescuing 90 per cent. of his crew; and Stanley Caplan, in command of a destroyer, helped to shoot down four Japanese planes and depth-bomb two Japanese submarines, for which he received the commendation of the Secretary of the Navy. Radioman David Goodman won the Silver Star for helping to torpedo a Japanese cruiser in the Philippines and the Oak Leaf Cluster for helping to bring General MacArthur out of Corregidor.

Commander Samuel B. Frankel, United States Navy, has been awarded the Distinguished Service Medal for "extraordinary initiative and tireless energy" in saving men and vessels in the Russian convoys and for "exceptionally meritorious service" in his work as Assistant Naval Attache in Murmansk and Archangel.

One of the most distinguished submarine commanders in the Soviet Fleet is a Jew, Captain Israel Fisanovitch, Hero of the Soviet Union, who commands the baby submarine *Malutka*.

There were Jewish sailors in the *Scharnhorst* battle, in the Bay of Biscay action, in the D-Day landing in Normandy, and in many other actions at sea during the war.

Commander R. F. Jessel, D.S.O., D.S.C. and Bar, commanded the destroyer *Zealous* when it penetrated into a Nazi-held Norwegian fiord, with three other British destroyers, and from under the noses of the Germans brought off a party of Norwegian patriots.

Lieut.-Commander M. M. Bright, R.N., was given the D.S.C. for "outstanding zeal and never failing to set an example of wholehearted devotion to duty." The heroism shown by Jewish officers and men in the epic withdrawal from Dunkirk won for more than thirty either decorations or mentions in despatches.

A Glasgow Jew serving in the Merchant Navy, Junior Engineer Officer Henry Sless, D.S.C., M.B.E., distinguished himself by bravery in convoy.

Commander F. Ashe Lincoln, who was twice mentioned in despatches, served in the Mediterranean and was with the Commandos in the Sicilian and Italian campaigns. He took part in the fighting in France and Germany, and was the first British naval officer across the Rhine.

The Story of a Jewish Marine League Cadet

Zvi Kodansky, one of the boys who received their training before the war with the Jewish Marine League at Civitavecchia, has described some of his experiences at sea during the war.

"After my training in the Jewish Marine League School at Civitavecchia and on the first Jewish officer training ship *Sara I*, I shipped on the *Arnon* and got my first taste of what it takes to make a living as an able seaman. I liked it. So when the chance came to ship aboard the Danish freighter *Canadian Reefer*, I grabbed the opportunity, though war was expected, and sailors' talk was full of submarines. On her last voyage she was bound, with a cargo of oranges and grapefruit, from Haifa for Glasgow.

"We left Haifa on January 8 and sailed uneventfully for seven days in the Mediterranean. On the 15th we were stopped at Gibraltar for examination, but we were soon on our way to Glasgow. The next day out we met a convoy of thirty-five British ships accompanied by a destroyer. The warship signalled that we could join the convoy if we liked, but our captain thought as the vessel was of a neutral nation the *Canadian Reefer* was safer alone. It turned out that he was mistaken.

"On the morning of the 18th, as soon as my watch was over, I went below to sleep. Around eleven-thirty I was awakened by the cries, 'U-boat! U-boat!' I dressed quickly, for the warning sounded pretty urgent, and went on deck. We were about thirty miles off Cape Finisterre; the sea was rough and a heavy fog cut down visibility to a few hundred yards. But the German submarine was near enough to be seen. On its low deck stood the commander and a few men. They signalled inquiring our destination. When our captain answered 'Glasgow,' we were told to abandon ship as it would be torpedoed.

"We lowered the lifeboats and parted from our ship. I was in the motor boat which took off our captain. It was the last to leave and gave me a chance to save all my papers. Among them was my graduate certificate from the Jewish Marine League school which I wrapped in a rubber bag to keep it from getting wet. That proved to be very wise. When we were about twenty feet away from the ship, we saw the torpedo strike. There was a terrific explosion, for the torpedo hit the oil tank, and in seven minutes our ship vanished into the depths of the ocean. I managed to snap a picture of the U-boat, but it was soon ruined by what happened afterwards.

"We started the motor of the boat and made for the Spanish shore when a sudden wave swamped us and tipped over the boat. There was nothing to do but swim and hope for a rescue. It was a quarter of an hour before another lifeboat reached me and I was drawn out of the water. That was the longest fifteen minutes I ever knew. For five hours we sailed in the overcrowded lifeboat, and when we were about five miles from shore, the Spanish ship *Jose Ognizzo* picked us up and brought us into La Coruna. When we landed, we saw that one of our crew was seriously injured. I don't know whether he recovered.

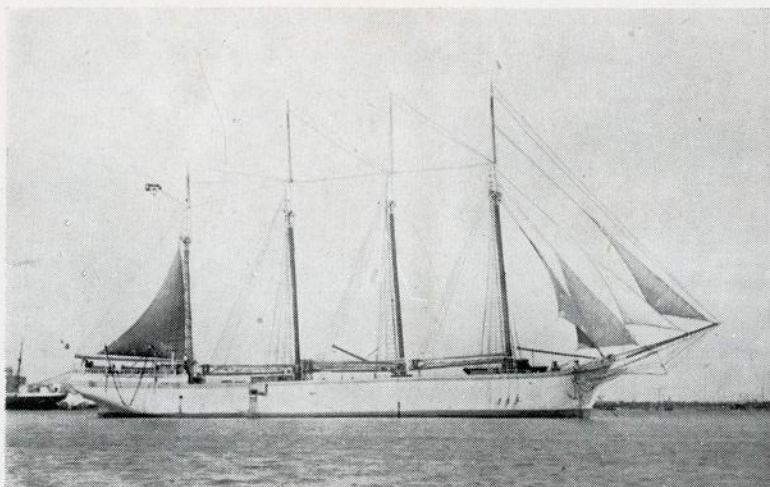
"We remained in La Coruna for a whole week while the captain was making arrangements for the disposal of the crew. Finally it was decided that all the other sailors should be sent back to Denmark while I should be left in the care of the local British Consul. The captain gave me some money with which to buy the clothes I needed badly, and on the 25th I saw my shipmates off. Next day the Consul arranged for me to go to Vigo and from there I moved on to Lisbon, where I stayed for a week. Finally, I was transferred to Gibraltar and told to appear at the offices of the Admiralty for questioning concerning our experience. I told them all that I had witnessed, and even made some sketches of the U-boat, as I remembered it, which the officers seemed glad to have. The captain in charge thanked me for my testimony and the drawings, and arranged to have me go on board the British ship *Land of Castile* bound for Port Said."



First graduation group of Jewish Marine League School Officers, Civitavecchia.



Sacred Scroll, donated by Chief Rabbi of Italy, Sacerdotti, for the Synagogue of Sara I.

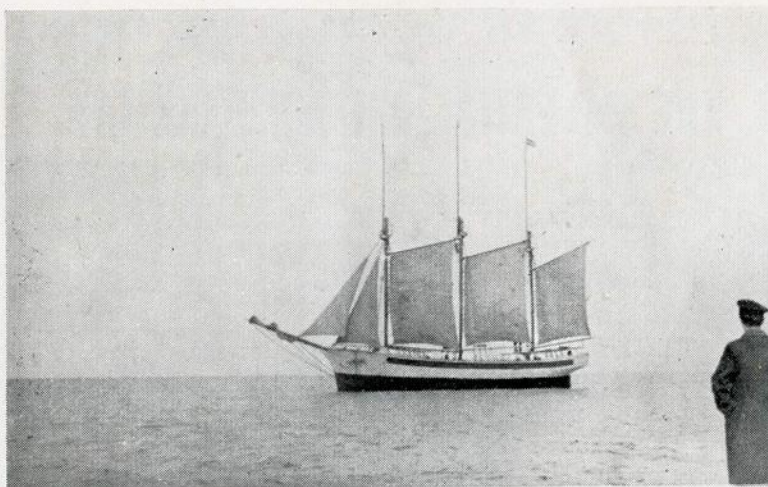


THE "SARA I"

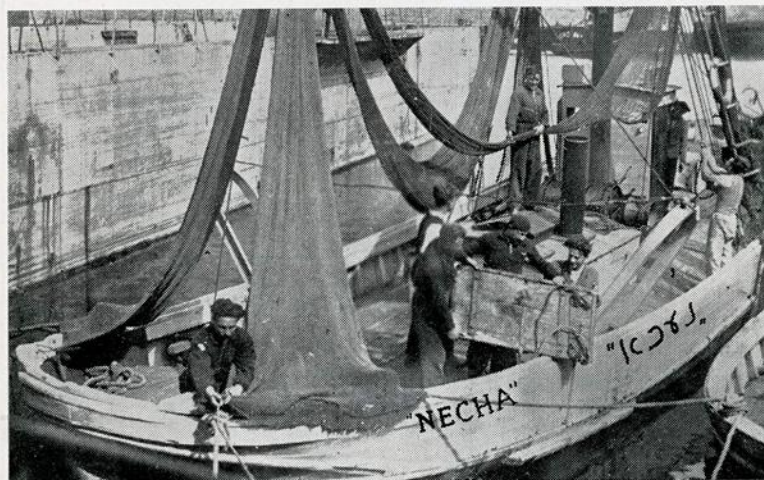
*Extract from the "Malta Chronicle and Imperial Services Gazette," Valetta,
December 14, 1937*

"JEWISH TRAINING SHIP IN PORT

"The French registered *Sarah I*, flying the Tricolore, which entered the port of Valetta last Friday, is a four-masted 1,200-ton auxiliary-engined schooner with forty-two Jewish cadets aboard. Under M. Helpert, master and five officers, the Jewish cadets work the ship, meanwhile learning seamanship. Their training cost is largely defrayed by the Jewish Marine League of London, although each cadet pays a premium upon joining. The present cruise has lasted eight months, calls being paid at Salonica, Rhodes, Crete, Athens, and other ports: the ship is now bound for Marseilles *via* Tunis to refit. The actual purchase price of the ship has been found by the Jewish Marine League's French branches."



The "Theodor Herzl," the Jewish Marine League's 400 ton training schooner in the Baltic.



The "Necha," the Jewish Marine League's Fishing training trawler, donated by Mr. Michael Hollander of New York City.

THE PALESTINE-BRITISH BANK LTD.

LONDON TEL-AVIV JERUSALEM HAIFA

London Office : 78 NEW OXFORD STREET, W.C.1.
Telephone : MUS 9351-2 (five lines)

Head Office : TEL-AVIV, 20 ROTHSCHILD BOULEVARD, P.O.B. 425.

This Bank was established in 1929 for the purpose of extending constructive aid on purely practical considerations to middle-class Jewish people in Palestine, to assist them in small industries and other enterprises.

It was sponsored at the outset among others by the late Chief Rabbi Kook, Chief Rabbi Uziel, and the late Mayer Dizengoff, Mayor of Tel-Aviv.

In 1937 the Bank floated a public issue of shares, sponsored by Israel Rokeach, the present Mayor of Tel-Aviv, the late Chief Rabbi Amiel, Mr. D. Sirkis, President of the Jaffa-Tel-Aviv Community, Dr. Rottenstreich, member of the Jewish Agency Executive, and other prominent personalities in Palestine Jewry.

The Bank has now opened a London branch, which will aim to promote industrial and trade relations between Great Britain and Palestine, to guide and advise clients in their economic and financial interests here and in Palestine, and to encourage private initiative in the economic development of Palestine.

We are happy to place the services of our London, Tel-Aviv, Jerusalem, and Haifa branches at the disposal of the public.

By opening an account with us you will be supporting the middle-class in Palestine and benefiting the economic and industrial development of Eretz Israel.

The London Branch at 78 New Oxford Street, W.C.1, is open for the transaction of all kinds of Banking Business. Phone : Museum 9351 (five lines).

PALESTINE-BRITISH BANK LTD.

LONDON TEL-AVIV JERUSALEM HAIFA

(Registered in Palestine under the Companies Ordinance 1929)
78 NEW OXFORD STREET, LONDON, W.C.1
Telephone: MUSEUM 9351-2 (five lines)

LONDON ADVISORY COMMITTEE:

SIR MAURICE BONHAM CARTER, K.C.M., K.C.V.O.

SIR WILLIAM HENRY THOMAS, K.T., O.B.E.

RT. HON. LT.-COL. SIR CUTHBERT HEADLAM.

WALTER N. WILLIAMS, F.A.L.P.A., F.V.A.

M.P., D.S.O., O.B.E., T.D., P.C.

JOINT SECRETARIES:

S/LDR. E. L. FLEMING, K.C., M.P.

MAJOR E. G. MONRO, O.B.E.

M. LANDY, A.C.R.A., A.C.C.S.



THE PALESTINE-BRITISH BANK IN TEL-AVIV

THE DIRECTORS
PALESTINE-BRITISH BANK LTD.
78 NEW OXFORD STREET, W.C.1

Please send particulars of
(Delete as necessary)

Current accounts
Deposit accounts
Foreign trade
Transfers

Name

Address

Date

1946

Obtainable again

YISROEL

The First and Best Jewish Omnibus

After being long out of print

EDITED BY JOSEPH LEFTWICH

Now Republished *Revised Edition* *Bound Cloth 27s.*

This best-selling Jewish omnibus contains stories by Shalom Aleichem, Sholem Asch, Vicki Baum, Bergelson, Bialik, Jean Richard Bloch, Max Brod, Benjamin Disraeli, Edna Ferber, Lion Feuchtwanger, Edmond Fleg, Gilbert Frankau, Louis Golding, Heine, Theodor Herzl, Franz Kafka, Mendele, Sarah Gertrude Millin, Max Nordau, Peretz, Salman Schneour, Arthur Schnitzler, G. B. Stern, Jacob Wasserman, Franz Werfel, Israel Zangwill, Arnold Zweig, Stefan Zweig, and many others.

Published by

JAMES CLARKE & CO., LTD.

5 WARDROBE PLACE, LONDON, E.C.4

"A Jewish Decameron," *Spectator*. "As an omnibus volume *Yisroel* probably comes nearer to perfection than any omnibus volume that has appeared yet," *Irish Times*. "For interest and variety the collection would be hard to equal," *Manchester Guardian*. "This is a great book to be read, reread, and be proud of," *Sunday Dispatch*. "This is a great book, get to know it," *Daily Herald*. "We have here an anthology which represents a literary triumph," *Jewish Chronicle*. "For readers interested or curious about Jewish things and people this volume will prove a precious possession," *Palestine Post*. "I warmly recommend this volume of short stories for its rich interest and entertainment," *V. S. Pritchett*.

MODES
COUTURE

MAYfair
2255



Odèle



SIXTY FIVE GROSVENOR STREET
LONDON - W.1.

Alexon

"SIZE RIGHT"

ESMODE HOUSE

120-121 Aldersgate Street, LONDON, E.C.1

GOWNS and
SPORTSWEAR



Young

MODELS

79/89 Margaret St., W.1

WALLIS & CO.
(Costumiers) Ltd.

46-47 Kingly Street
LONDON, W.1

M. & S. HAAR Ltd.

MANUFACTURERS OF

Haarmodel
Haarsport

24-30 Gt. Titchfield Street, W.1

STYLE
DRESS LTD.

LOUIS J. MINTZ

41 Great Portland Street

LONDON, W.1

D. CLAYMAN & CO.

Blouse Manufacturers

London Showrooms:
17, Chesham House
150, Regent Street, W.1

Factory: Lindsay Street
Hyson Green, Nottingham

(28)

IMEXTRADE LTD.

IMPORTERS EXPORTERS

GENERAL TRADERS

TEXTILE RUBBER CHEMICALS

150 REGENT STREET, W.1

REGent 4207-4454

Floreat

FLOWER DECOR

39 EDGWARE ROAD,
MARBLE ARCH, W.2

COLIBRI

THE WORLD'S
BEST LIGHTERS

FLINTS and FUEL



Krongold

211 Great Portland Street

London, W.1

EUSTON 2675

THE Photographer for

All Events

PRESS-CUTTINGS

A wide range of technical
and general subjects

Inquiries, giving details or requirements, to:

International Press-Cutting Bureau

Guildhall Chambers

Basinghall Street, London, E.C.2

(29)

KENROSA LTD.

MANUFACTURING CHEMISTS

152 Clarence Road, London, E.5

CHARLES ANDRÉ
& Co. Ltd.

25 HALF MOON STREET
PICCADILLY, W.1

A. SAALHEIMER

Merchants

45 Wilson Street, E.C.2

RAPHAEL YOUNG
LTD.

WHOLESALE AND EXPORT
COAT, GOWN & SPORTSWEAR
MANUFACTURERS

59 BERNERS STREET,
LONDON, W.1
PHONES: MUSEUM 8838-9

Raphael Lewis Silver

R.L.S. MODELS

79 Wells Street, W.1

Cecil Coleman
Limited



Manufacturers of

TOYS AND GAMES



130-146 Pentonville Road,
LONDON, N.1

(30)

The Best in Utility

SEIGAL

MODEL COATS

S. M. & P. DRUCKER
LTD.

55 EASTCASTLE ST.
LONDON - W.1

Utility Furniture & Bedding

FOR IMMEDIATE DELIVERY

CONSULT—

WOODCRAFTS CO.

247/9 HIGH ROAD, ILFORD
ILFORD 2358

HOPPENS LTD.

Silk Manufacturers

65 MARGARET ST., W.1

I. TEMPLE,

Late of 75 Margaret Street, W.1

TEXTILES

New Address:

3 New Burlington St., W.1
Regent 1881-2

CROWN MACARONI CO.

WELWYN GARDEN CITY - - HERTS.

(31)

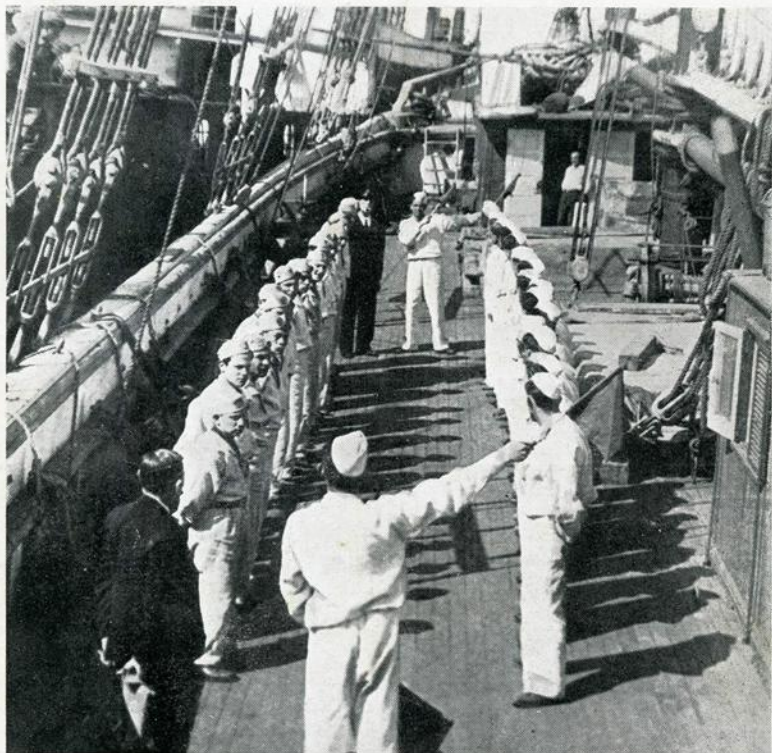
THE JEWISH MARINE LEAGUE

(FOUNDED 1934)

President : The Very Rev. the Chief Rabbi, DR. J. H. HERTZ, C.H.

Director : Captain J. HELPERN

Offices : 85 New Cavendish Street, London, W.1. Telephone : LANGham 1893



Training of cadets aboard Sara I

THE JEWISH MARINE LEAGUE will open the door for Jewish youth to all seafaring professions, as merchant marine officers and men, in fishing, marine engineering, ship building, etc., thus providing a new outlet for Jewish skill, enterprise and daring.

To the Secretary,

85 NEW CAVENDISH STREET, LONDON, W.1

Please enrol me as a member of the JEWISH MARINE LEAGUE.

(Minimum annual subscription ONE guinea)

NAME.....

ADDRESS.....

Date.....

(Signature).....