



## Abba Hillel Silver Collection Digitization Project

Featuring collections from the Western Reserve Historical Society and  
The Jacob Rader Marcus Center of the American Jewish Archives

### **MS-4787: Abba Hillel Silver Papers, 1902-1989.**

Series I: General Correspondence, 1914-1969, undated.

Sub-series A: Alphabetical, 1914-1965, undated.

---

Reel

39

Box

14

Folder

964

Jewish Agency, Israel Maritime League, 1949.

---

#### **Western Reserve Historical Society**

10825 East Boulevard, Cleveland, Ohio 44106  
(216) 721-5722  
[wrhs.org](http://wrhs.org)

#### **American Jewish Archives**

3101 Clifton Avenue, Cincinnati, Ohio 45220  
(513) 487-3000  
[AmericanJewishArchives.org](http://AmericanJewishArchives.org)



AMERICAN FUND  
FOR  
PALESTINIAN  
INSTITUTIONS



Israel Maritime League

267 WEST 71st STREET, NEW YORK 23, N. Y.

• TRafalgar 3-2700

AMERICAN COMMITTEE

*Co-Chairmen*

CDR. JOSHUA GOLDBERG  
CHC, USNR,  
JOSEPH GREENLEAF  
EDWARD A. NORMAN  
ROGER STARR

*Committee*

LAZAR BERCOVICI  
ARTHUR D. BERLISS, JR.  
LOU GILSONSON  
JACK GROSS  
JULIAN HABER  
RADM. SOLOMON I. ISQUITH  
SERGE JARVIS  
WILLIAM KAPELMAN  
ISRAEL KESTENBAUM  
WILLIAM J. KLEIN  
GEORGE KOGL  
SAMUEL LONSCHEN  
HENRY MECHUTAN  
BORYS I. MIRKIN  
LEONARD STEIN  
ISIDORE WENGLINSKY

(Committee in formation)

*Secretary*

ROBERT M. RATNER

\* \* \*

AMERICAN FUND FOR  
PALESTINIAN INSTITUTIONS

EDWARD A. NORMAN  
*President*

GEORGE GREENSPAN  
*Treasurer*

ALAN M. STROOCK  
*Secretary*

ITZHAK NORMAN  
*Executive Director*

RALPH L. VALIANT  
*Director, New York Campaign*

ZACHARY A. SERWER  
*Public Relations*

*Honorary President*

DR. CHAIM WEIZMANN

S. TOLKOWSKY

*Chairman, Executive Council (in Israel)*

September 6, 1949

Dr. Abba Hillel Silver  
The Temple  
East 105 Street at Ansel Road  
Cleveland, Ohio

Dear Doctor Silver:

The Israel Maritime League, an organization dedicated to the promotion of maritime activities in Israel, is sponsored and supported in this country by the American Fund for Israel Institutions. We are now in the process of forming, under the sponsorship of the American Fund, the American Committee for the Israel Maritime League for the purpose of (a) educating and informing the people of this country on the importance of the sea to Israel's economic and social betterment, and (b) enlisting support, both moral and material, for the activities of the IML in Israel.

We earnestly request that you serve as Honorary Chairman for this most worthwhile enterprise. We respectfully submit for your examination a brochure on the Israel Maritime League which may help to guide your decision.

The IML, which includes Zebulun among its associates, is a completely non-political organization and, though not a Government organization, enjoys the cooperation and approval of David Ben Gurion, Prime Minister, David Remez, Minister of Communications, and has the honor to have as its Honorary President Dr. Chaim Weizman, President of Israel.

We look forward to receiving your consent in the near future.

Sincerely,

*Joshua Goldberg*  
Cdr. Joshua Goldberg, CHC, USNR

*Solomon Isquith*  
Radm. Solomon I. Isquith

JG:SII:ws  
Enclosure





# Israel Maritime League

*in association with Zebulun Seafaring Society*

AMERICAN FUND

FOR

ISRAEL

INSTITUTIONS

267 WEST 71st STREET • NEW YORK 23, N. Y. • TRAFALGAR 3-2700

*Honorary President*  
Dr. Chaim Weizmann

**AMERICAN COMMITTEE**

*Dinner Chairman*  
Ed Sullivan

*Honorary Chairmen*

Daniel Frisch  
Hon. Irving M. Ives  
Hon. Herbert H. Lehman  
Louis Lipsky  
Dr. Emanuel Neumann  
Edward A. Norman  
Hon. Joseph Proskauer  
Dr. Abba Hillel Silver

*Co-Chairmen*

CDR Joshua Goldberg,  
CHC, USNR  
Joseph Greenleaf  
Roger Starr  
Daniel Trotzky

*Associate Chairmen*

Jack Gross  
RADM Solomon S. Isquith  
Serge Jarvis  
George Kogel  
Henry Mechutan

*Treasurer, Dinner Committee*  
Henry Mechutan

**Committee**

Raymond Arar  
Capt. Wm. C. Ash  
Lazar Bercovici  
Arthur D. Berliss, Jr.  
Ernst Bing  
Isaac Chomski, M.D.  
Max Gerber  
Lew Gillenson  
Eli Glass  
Julius Haber  
Irving Herzfeld  
Boris A. Jaffe  
William Kapelman  
Ewald Kersten  
Israel Kestenbaum  
William J. Klein  
A. C. Litton  
Samuel Lonschein  
Seymour Meyer  
Borys I. Mirkin  
Joshua Morrison  
S. Moss  
Bernard Needle  
Harry Rains  
Raphael Recanati  
Adam Rosen  
Charles Rosenman  
David A. Schulte, Jr.  
Louis Segal  
Leonard Stein  
Sam Teller  
Richard Wels  
Isidore Wenglinsky  
Gustave U. Westheim

(Committee in formation.)  
*Women's Division*

Mrs. Serge Jarvis  
*Chairman*

**Secretaries**

Robert M. Ratner  
Irving Marantz

November 21, 1949

AMERICAN FUND FOR  
ISRAEL INSTITUTIONS

*Honorary Chairman*  
Mrs. Felix M. Warburg

*President*

Edward A. Norman

*Vice-President*

Alan M. Stroock

*Treasurer*

George Greenspan

*Secretary*

William Heller

*Board of Trustees*

Maurice M. Boukstein  
Arthur E. Gelber  
George Greenspan  
William Heller  
Dr. Maurice B. Hexter  
Dr. Leo Jung  
Edward A. Norman  
Itzhak Norman  
Hon. Morris Rothenberg  
Harry J. Rubenstein  
Dr. Abba Hillel Silver  
Francis E. Stern  
Alan M. Stroock  
Edward M. M. Warburg

*Executive Director*

Itzhak Norman

*Dir., N. Y. Campaign*

Ralph L. Valiant

*Public Relations*

Zachary A. Serwer

**Dr. Abba Hillel Silver**  
**The Temple**  
**E. 105th Street at Ansel Road**  
**Cleveland, Ohio**

**Dear Doctor Silver:**

As an Honorary Chairman of the Israel Maritime League Committee, we are sure you will be very happy to know that the Dinner we held at the Waldorf-Astoria on Wednesday, November 16th, was a tremendous success. It is unfortunate that you could not be there to see and feel the warmth and friendliness of the 250 people who were present to support the Israel Maritime League.

Our speakers were Admiral Gordon G. McLintock, Commandant of the Kings Point Merchant Marine Academy, Dr. Frank Kingdon, eminent columnist and authority on world affairs, and Commander Joshua L. Goldberg, Chief Chaplain of the Third Naval District. Our Master of Ceremonies was Ed Sullivan. All of these speakers were most inspiring and helped to cement the friendship of the people who were present for the Israel Maritime League.

Approximately \$25,000 was raised in connection with the Dinner, and with all of our new friends we plan to develop our campaign further in terms of our educational program as well as seeking further financial aid.

We sincerely trust that in our next event, of which you will be informed, we can count on your active participation.

Sincerely,

*Joseph Greenleaf*  
Joseph Greenleaf  
*Roger Starr*  
Roger Starr

JG:RS:ws



# ISRAEL MARITIME LEAGUE

WRHS



BENEFICIARY  
OF  
AMERICAN FUND FOR ISRAEL  
INSTITUTIONS





# Israel Maritime League

DR. CHAIM WEIZMANN, PRESIDENT OF ISRAEL AND HONORARY PRESIDENT  
OF THE ISRAEL MARITIME LEAGUE

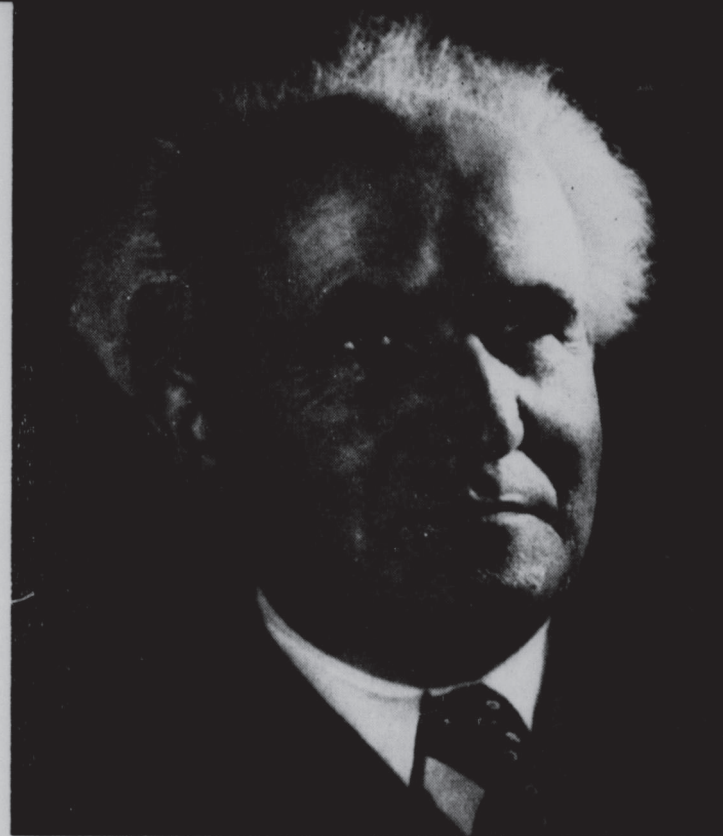
The Israel Maritime League concerns itself with all phases of maritime development in Israel. It promotes and stimulates the following activities:

- Haifa Nautical School
- Seamen's Homes in Haifa and Tel Aviv
- Nautical Instructors' Summer Camps
- Swimming Pools and Swimming Instruction
- Publication of Nautical Literature
- Yom Ha'Yam (Maritime Day)
- Fisheries Research Station in Haifa



# Vision of the Sea

DAVID BEN-GURION



DAVID BEN-GURION, PRIME MINISTER OF ISRAEL

OUR land is tiny; and those who seek its refuge are many. We are faced with the task of making that refuge permanent for the wandering, homeless people. And in order to accomplish that we must tap all the untapped resources of the land; uncover its hidden treasures; and exploit to the full its latent potential. For there are yet many, many gifts that our land holds for us, and for the most part they are untouched.

One of the great gifts—if not the greatest—with which our land has been blessed in plenty, almost boundlessly, and which, as yet, has remained virtually undeveloped by returning exiles, is the sea.

The Great Sea is considered the western limit of our land. This, however, is an erroneous notion. From the aspects of colonization, economics and politics, the Mediterranean must be regarded not only as a boundary but also as an extension of the land. In order to increase its absorptive capacity, we must extend the limits of the land, so that it may accommodate the millions of Jews who will be coming. And the sea presents expanding potentialities as a source of livelihood, as an economy in itself. A broad analogy may be drawn between agriculture, which provides food, and *mariculture*, which, too, provides food; and it is quite possible that the sea is the greater of the two sources.

The sea's importance does not end with this, nor with the fact that it is a vital means of communication and transport. There is more yet: We come to Eretz-Yisroel in order to be independent of others; to be free. We come, too, in order to rehabilitate the stock and strength of the Jewish people. The sea provides us with such strength, for it widens our horizons, and it is our link with the wide world. While we are desirous of converging all exiles upon our homeland, we have no wish to seclude ourselves from the world's great centers. And the sea is our bridge to them.

The sea program is, perhaps, even more than the agricultural, demanding of vision and derring-do. Our newest assignment is clearly defined: We must conquer the sea, its economy, its potency, its breadth.





GOLDA MEYERSON, MINISTER OF LABOR  
OF ISRAEL

## The Sea-Highway To Repatriation

History for centuries made the sea our badge of wandering and dispersion: Jewish families were everywhere separated by expanses of sea, and Jews never faced an inviting shore. But our pioneers have turned the sea into the symbol of a permanent tie between the people of Israel and its homeland. A daring pioneering program turned the sea into a highway for repatriates. Today, however, the sea has come to symbolize the struggle of the Jew to be a free people in his homeland.

Our youth, the whole of Israel, indeed, will bear witness to the fact that now we are privileged to welcome with open arms any Jew who comes to the shores of Israel, the Jewish State. And we shall yet see the sea as the broad, open lane of communication between the Jews of the world and their Land.

GOLDA MEYERSON

## An Israel Merchant Marine

EDWARD A. NORMAN

A PEOPLE that strives for economic security must take advantage of the natural resources of its country. The sea, for the welfare of the country must be exploited for commerce, industry and for food.

A certain pride may be taken by the Israel Maritime League in its accomplishments. The invaluable work that it has done in opening up the avenues of sea-training, fishing and commerce is first beginning to bear fruit. The initial reaction of many is to feel a certain satisfaction in the establishment of Jews in a trade from which they were excluded for many centuries.

A country such as Israel, that has a comparatively long seacoast with facilities for building docks and harbors, possesses the first requirements for a merchant marine. Add to this the important fact that, geographically, Israel stands at the doorway to the East but within comparatively easy reach of the West. Such a location in Southern waters, with ports open every month of the year, should be ideal for the development of sea-going trade.

It is important to note, also, that a small country is limited by its very size to the amount of industrial production that it can achieve and is, therefore, in a position where the development of service industries is extremely important. The shipping industry has unlimited possibilities as a service industry completely outside of Israel, Jewish ships can be the common carriers between the East and the West, and the "whale's way" is still the best means of shipping in that part of the world.

Tourist trade can be called a service industry collateral with a well-developed merchant marine. And tourist trade is not to be regarded lightly. Countries like Switzerland and Holland take very careful steps to preserve and foster their tourist industries.

Coastwise trade and the fishing industries are, in addi-

tion, important elements in the Israeli economic picture. In a country where transport still needs to be developed, coastwise shipping is vital. The development of the fishing industry is basic to the establishment of a food reserve for the country. This is particularly true of Israel where protein foods like meats are not plentiful.

The Israel Maritime League very wisely organized sea-training scout organizations for the youth of the country, seeking to instil a love for the sea and the early acquisition of maritime skills. When the young trainee is ready to enter the Haifa Nautical School, he already is mentally set and physically attuned to the arduous tasks that lie before him.

As President of the American Fund for Israel Institutions — the organization that has assumed on behalf of American Jewry the responsibility of representing the Israel Maritime League in this country and of furnishing financial support to them — I look forward to the development of an educational campaign in the United States to make the Jewish communities here aware of the necessity of giving the promotion of an Israel Merchant Marine their whole-hearted support.



EDWARD A. NORMAN, PRESIDENT  
AMERICAN FUND, CO-CHAIRMAN  
ISRAEL MARITIME LEAGUE





PORT OF TEL AVIV UNDER CONSTRUCTION



PORT OF TEL AVIV TODAY

## Ports of Israel

"These nights of frightfulness will pass. In their stead will come days flooded with sunshine and filled with labor. Thousands of Jews will work in the port of Eretz Israel. . . In glorious sunshine our white liners will sail this blue sea"\*

Only when the activities of the port of Jaffa, which served as the sole means of sea transport for the Tel Aviv area were paralyzed, was the long overdue permission for the establishment of a port at the all Jewish city granted by the Mandatory Government. This was at the time when the Arab riots were at their height and the work involved was most dangerous and difficult, but these circumstances merely served to give the Yishuv greater courage, added zest and determination to make a success of this new undertaking. No time was lost in forming an organizing committee, in procuring engineers to draw up the necessary plans, in obtaining the assistance of Salonika Jewish stevedores, skilled in all manner of port work. The disturbances began on April 19th, 1936, and on the 26th of April work was begun. The result — a port almost equal to that of Jaffa. To quote but a few statistical data, the

\* Extract from speech by Mr. Moshe Sharett at the opening of the Tel Aviv Port.

citrus export rose from 22,000 cases during June-December, 1936, to 1,251,000 cases for the corresponding period in 1939. In 1936, no passenger landed in Tel Aviv. In 1939, 18,000 passengers and immigrants disembarked there.

On May 19th, 1936, the first ship, a Yugoslav steamer, discharged its cargo on the open Tel Aviv beach. This outstanding achievement was greeted with the enthusiasm it merited. In the Tel Aviv Museum may, to-day, be found a souvenir of the first material to be unloaded. Tel Aviv soon became a source of employment to thousands of men interested in maritime occupations.

The development of shipping may also be said to date back to the opening of the Tel Aviv Harbor. The acquisition of a new boat, large or small, was considered an event of importance by the whole community. The "Atid Navigation Co.," which maintained a regular coastal service between the ports of Palestine, Egypt, Turkey and Cyprus and the "Palestine Maritime Lloyd," which ran a regular weekly freight and passenger service between Tel Aviv, Haifa and Constanza in Rumania, were the two principal Jewish shipping companies. They had perspicacity and faith in this new venture even before there was a general revival of interest in sea-faring activities.

LOADING FREIGHT AT PORT OF HAIFA







MATTATHIAS HINDES  
EXECUTIVE COUNCIL  
ISRAEL MARITIME LEAGUE

# Call of the Sea

## MATTATHIAS HINDES

THE last year was a year of fateful decisions and wonderful achievements in Israel. In a miraculous way services were established which never existed before in the framework of our organized life. Enthusiasm, skill and often heroic effort were necessary to achieve it.

Maritime activities and more particularly the inauguration of Israel's own navigation are among the first of those miraculous achievements. Our defense forces include a small but already glorious Navy. Our merchant marine is composed of more than twenty ships sailing under the blue and white flag.

Ten years ago the coast of the Mediterranean was regarded by the people of Israel as the extreme and unshakeable border of their land, as the last limit of their possibilities. Even more — the sea was a symbol of hostility to our ideals. It was ruled by warships carrying the Union Jack and hunting Jewish refugees on their way to their last haven of refuge and rest. It did not occur to the majority of Jews that this vast space could be transformed into a source of strength and into a blessing for Israel.

There were two factors that brought about the change in the mental attitude of Jewish people in Israel to the sea: our heroic youth and the Israel Maritime League. Our youth, even though handicapped by lack of maritime experience, challenged the British Navy, and the hostile elements of nature. Under the most difficult conditions they learned navigation, acquired ships, maneuvered among hostile warships in the Mediterranean and literally brought the refugees ashore on their backs.

But to accomplish what has been achieved in the field of maritime activities it was necessary to re-educate the whole nation; to make land-minded people "sea con-

scious." This task was accomplished by the Maritime League.

The Maritime League appealed to the young people to learn maritime sports, to train for maritime activities, to prepare for a maritime career. It subsidizes nearly all existing sport organizations; it has formed a training center based on those organizations; it supports the Nautical School in Haifa. It assisted every effort to make seafaring and fishing a part of our economy. It tried to make the vocation of seaman attractive to the youth; it runs two Seamen's Homes in Haifa and in Tel Aviv. It took the initiative of celebrating one day a year, "Yom Ha'Yam" (Maritime Day), to focus public opinion on the maritime tasks of Israel. President Chaim Weizmann and David Ben-Gurion, the Prime Minister, emphasized in their recent messages, on the occasion of Maritime Day in Israel, the undeniable merits and the huge future tasks of the Maritime League.

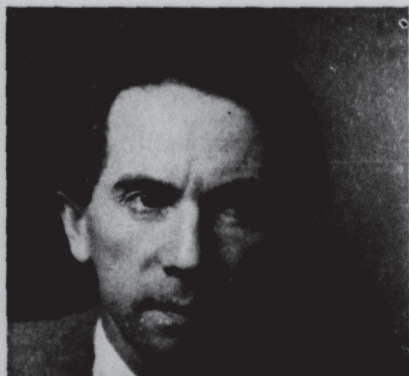
The sea is today the bridge between Israel and the Diaspora, the gate through which sons of Israel return to their fatherland and the window through which the message of Israel flows abroad. It is a powerful factor in our economy. The fact of possessing our own merchant navy saves us millions of pounds which would be paid in valuable currencies to foreign countries if we were to use foreign ships. The sea is the source of foodstuffs for our country. Our fisheries will make it possible to reduce considerably the import of foodstuff from other countries. And finally, both industries, the shipping and the fishing, create new opportunities for employment.

The Israel Maritime League seeks friends in Israel and abroad — friends who are ready to assist her to bring nearer the treasures of the sea to the people of Israel.

Page Six

## Members of the Executive

DR. B. M. BLOCH



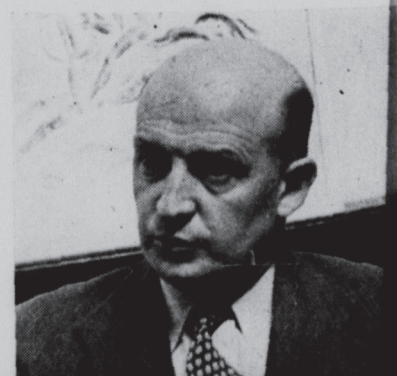
M. PALEY



MOSHE POMROK



MENAHEM RIVLIN





# Youth Ahoy!

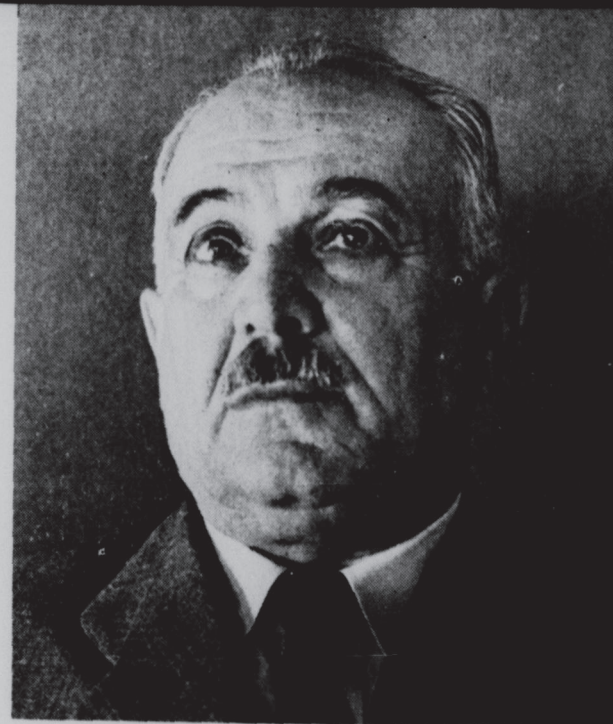
DAVID REMEZ

OUR YOUTH more and more becomes bound to the sea, not merely for the opportunities for relaxation it offers, but for the fields of endeavor it offers: commercial fishing and sailing. Just as in this land of ours, we have succeeded in re-establishing the people's ties to the land, so are we making progress with reacquainting the people with the sea.

Israelis have awakened to the possibilities of the sea; and this is evidenced by the notable raising, through popular subscription, of the capital for the "Sea Projects Fund," and by the establishment of the port of Tel Aviv. More yet, through the associated efforts of the Maritime Department of the Jewish Agency, the Israel Maritime League (*Hevel Yammi le-Yisrael*), the Nautical School, the various youth sea clubs, stevedores and seamen, the coastal agricultural settlements, and the fishing fleets — through the efforts of all these our opening wedge to a sea-wise program has been driven, though as yet we sail some modest craft.

We already have before us, in the flesh, that brand of pioneer who takes sailing ships to sea with a thorough love for the entire coast which he navigates, with a broad understanding and a subtle sense of the significance of his relationship with that coastline. He is a deep sea fisherman; he is a deck-hand on great ocean-going vessels; he is at the helm of a home-made sailboat.

All told... they are yet too few, *our* men who go down to sea in ships. Let us put our collective shoulder to the task of creating a fishing fleet and, likewise, commercial shipping for cargo and passengers. We have a healthy beginning; may it grow!



DAVID REMEZ, MINISTER OF TRANSPORTATION AND COMMUNICATION



SH. TOLKOWSKY, CHAIRMAN, ISRAEL MARITIME LEAGUE

## Israel and the Sea

SH. TOLKOWSKY

THERE are already discernible amongst the Jewish population of Eretz Israel encouraging signs of a rapidly growing appreciation of the very important part which the sea is called upon to play in our life—economically, educationally and spiritually. The sea offers us new opportunities of employment and livelihood, and the conviction is gaining strength that, by mobilizing all its resources, the community will find the way to take advantage of these opportunities with no less success than has been achieved in agriculture and industry.

In these days of rapid means of communication, the sea has ceased to separate countries and continents, and instead has become a bridge and a link between them. The seas that wash our shores are destined to form a living link between Israel and world Jewry.

The sea is owned by no master, and we can conquer it without giving anyone a pretext for accusing us of having trespassed upon his inheritance. Being no one's property, the sea belongs to those who have the vision and the courage to go out to conquer it and the ability and strength to hold such conquest. This is the task of the Israel Maritime League to bring into play for constructive achievement.

## Council of the Israel Maritime League

DR. S. SAALHEIMER

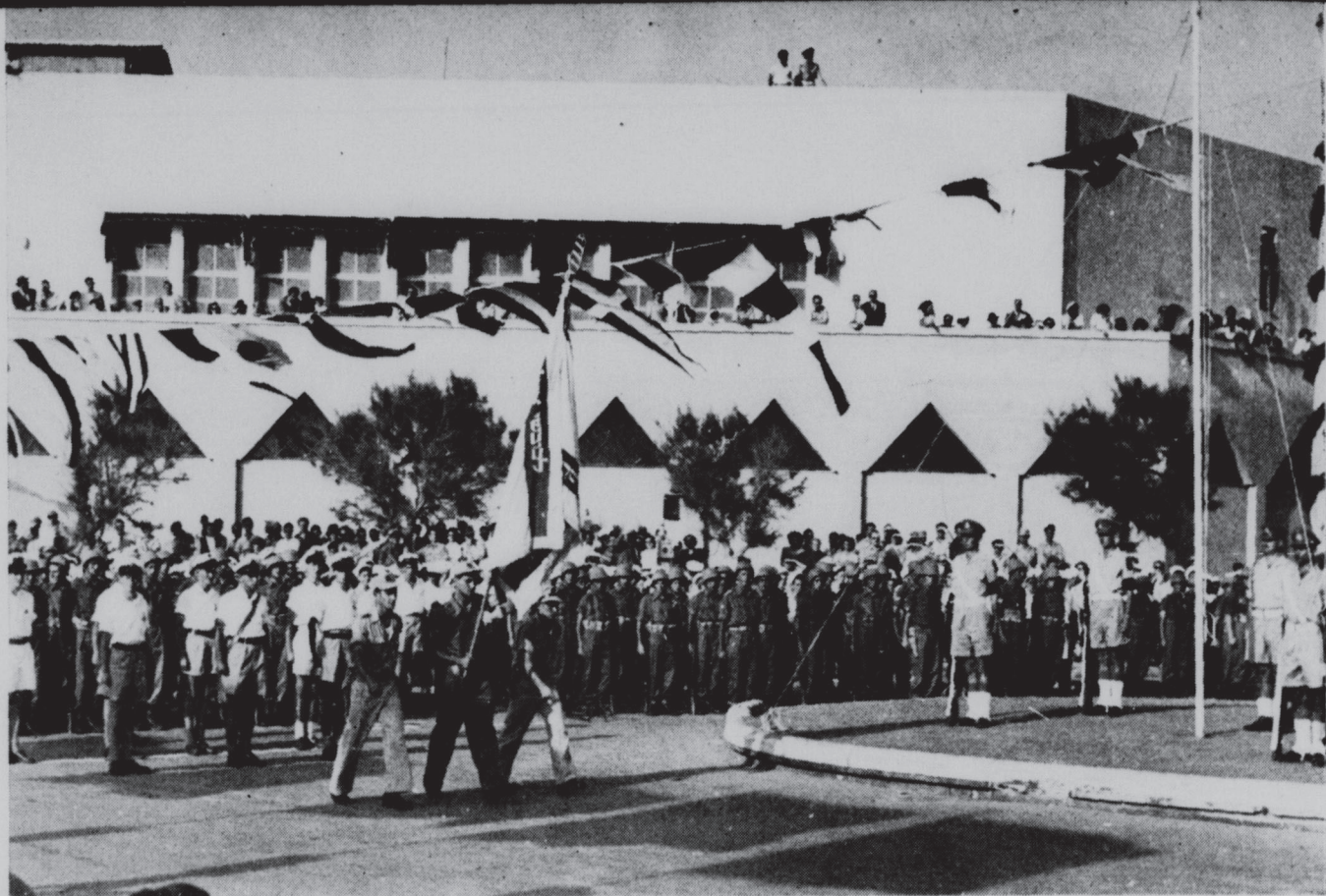
JACOB SCHRIER

MORDECAI ZILIST





# Yom Ha' Yam



MARITIME DAY PARADE

The Celebration of Yom Ha'Yam (Maritime Day) in Israel symbolizes Israel's determination to develop as a seafaring nation. The holiday, commemorated on the 23rd of Iyar, because the port of Tel Aviv was opened on that date in 1936, has since been organized by the Israel Maritime League as a nation-wide celebration. In Israel, Yom Ha'Yam is marked with parades, contests among the seafaring organizations in sea sports, nautical exhibitions and public meetings addressed by the heads of the government.

This year in Tel Aviv Yom Ha'Yam was celebrated with the participation of ministers of state, diplomats, and members of the Israel parliament. Thousands of people filled the streets to witness the maritime parade and the presentation of the flag of the Israel Maritime League to the conquerors of Elath, Israel's foothold on

the Gulf of Aquaba and only outlet to the Red Sea.

In his message on Yom Ha'Yam President Chaim Weizmann of Israel said:

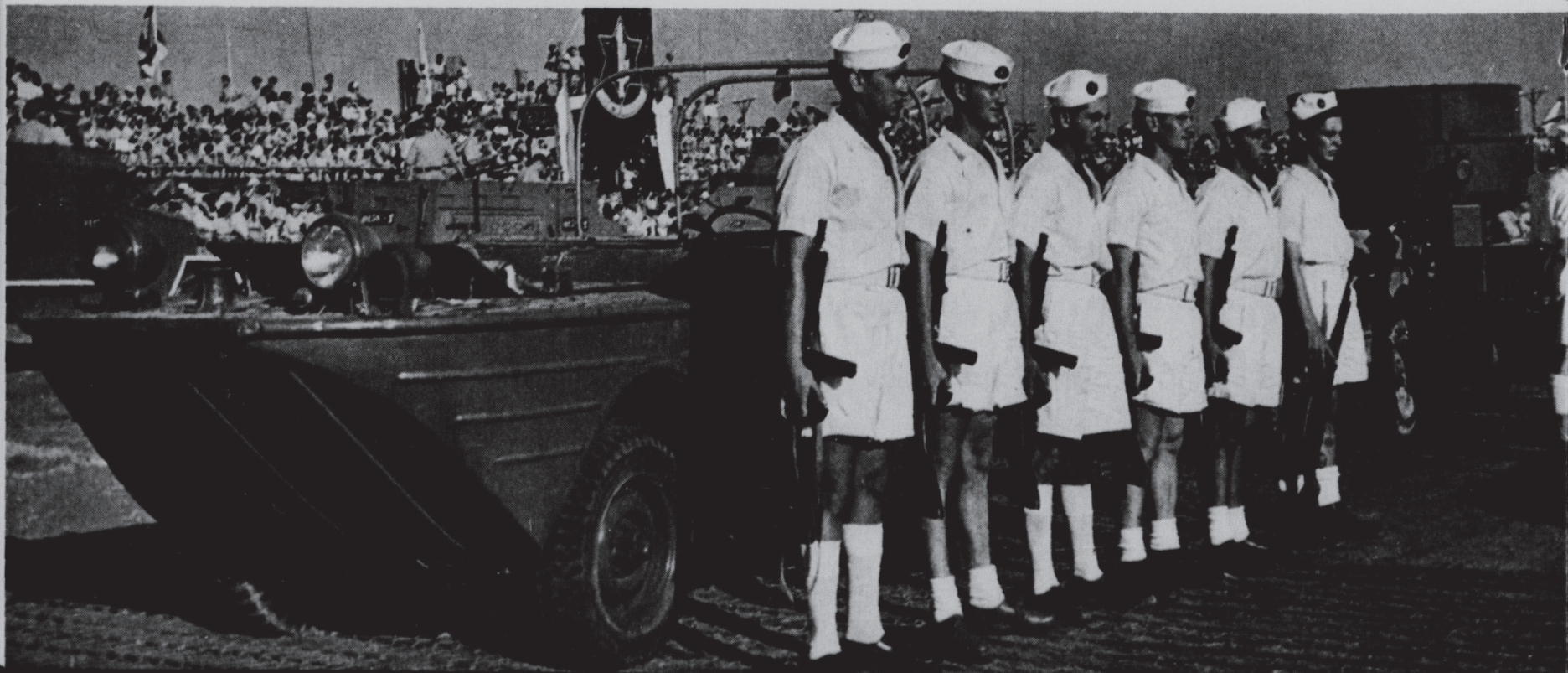
**The Israel Maritime League with its devotion and its unceasing efforts has brought us to our present maritime development.**

Prime Minister David Ben-Gurion proclaimed:

**The Israel Maritime League must now assume an even greater mission than in the past now that the state of Israel controls its waters.**

The first celebration of Yom Ha' Yam took place in the United States on June 22nd, 1949 under the chairmanship of Commander Joshua L. Goldberg, Edward A. Norman, and Admiral Solomon Isquith and sponsored by the American Fund for Israel Institutions.

MEMBERS OF THE ISRAELI NAVY ON MARITIME DAY







RADM SOLOMON I. ISQUITH  
(RETIRED)  
YOM HA'YAM COMMITTEE



JOSEPH GREENLEAF  
ISRAEL MARITIME LEAGUE



CDR. JOSHUA L. GOLDBERG  
(CHC, USNR)  
YOM HA'YAM COMMITTEE



ROGER STARR  
ISRAEL MARITIME LEAGUE

## Program

### YOM HA'YAM CELEBRATION

Wednesday Evening, June 22, 1949  
8:00 P.M.

Central High School of Needle Trades

1. Presentation of Colors .....Color Guard  
Navy Post No. 219 Jewish War Veterans of U. S.
2. Star Spangled Banner  
Hatikvah .....Richard Cohen
3. Invocation.....Chaplain Samson Shain, Major O.R.C.
4. Welcoming Remarks  
Commander Joshua L. Goldberg (CHC, USNR)
5. Greetings:  
Edward A. Norman .....President  
American Fund for Israel Institutions  
Mrs. Serge Jarvis .....Chairman  
Women's Division, Israel Maritime League  
Louis Lipsky  
Veteran Zionist Leader, Vice Pres. Z.O.A.  
Arthur Liverhant .....Israel Embassy
6. Address by:  
Dr. Mattathias Hindes  
Member of the Executive Council  
Israel Maritime League (Haifa)
7. Songs of Israel .....Bracha Zefira  
Piano Accompanist — Mr. Robert Cornman
8. "Israel and the Sea" .....Dramatic Presentation  
Directed by Zalman Lebiush of the Israeli Theatre

#### Cast:

Nachum and Dina, Dancers  
Nicki Persoff  
Steven Hill  
Philip Robinson  
Michael Howard  
Terry Becker  
Ann Hegira  
John Marley

Vocal Quartet of the Silbermintz Choir

9. Reading of the Resolution of Youth Organizations  
Moshe Barzilai

### YOM HA'YAM COMMITTEE

#### Co-Chairmen

CDR. JOSHUA GOLDBERG, CHC, USNR  
RADM. SOLOMON I. ISQUITH EDWARD A. NORMAN

#### Arrangements Committee

Florence Schwartz Samuel Lonschein  
Moshe Kaiman Cpt. William C. Ash

### Sponsoring Organizations

Bnei Akiva Org. of America	Manhattan Zionist Club,
Brit Trumpeldor of America, Inc.	Dist. No. 4, Z.O.A.
General Zionist Chaluzit Comm.	Masada Young Zionists of America
Habonim	Noar Mizrahi
Hapoel Hamizrachi of America	National Committee For
Hashomer Hadati of N. America	Labor Palestine
Hashomer Hatzair	Pioneer Women's Labor
Hechalutz Hatzair	Zionist Org. of America
Hechalutz Org. of America	Poale Agudath Israel
Jewish Nat'l. Workers' Alliance	Young Judea
Junior Hadassah	Zebulun Palestine Seafaring Soc.
Junior Mizrahi Women	(Committee in formation.)
Irving Marantz, Secretary	

### AMERICAN COMMITTEE ISRAEL MARITIME LEAGUE

#### Co-Chairmen

CDR. Joshua L. Goldberg, CHC, USNR.  
Joseph Greenleaf Edward A. Norman  
Roger Starr

### WOMEN'S DIVISION

Honorary President  
Mrs. Chaim Weizmann  
Chairman  
Mrs. Serge Jarvis



MRS. SERGE JARVIS



# Song of the Sailors

NATHAN ALTERMAN

הנעימה: יואל ולבה

בוקצו לכה

הַיָּם לִפְנֵי - קִי - פִּי - לִי - יָם - הַיָּם - רָחֵם - דִּלִּי -  
 עֵד - הָיָה - לִי - גֹּדֶל - לֹא - אֶסְקֶם - יָם - מִיָּה - עַל - הָרִי -  
 בְּגִהָה - רִמְּהָ - גֹּן - יָם - הָיָה - גֹּדֶל - יָם - לֹא - צִחָ - נִי -  
 תַח - וְכִי - רִמְּהָ - גֹּן - עֹן -  
 אוֹ - לֵהֲבִיָּהּ - חַל - כִּי - לֵהֲלִיָּהּ - תִּי - נִסְפִי - כִּהְיָהּ - כִּי - שִׁיר -  
 עֵ - וְלִי - חֶבֶר - הָיָה - דּוֹל - גֹּן - הָיָה - תִּי -  
 שָׁן - אֶהָלֵךְ - רַב - רַב - רַב - עוֹד - רָחֵם - דִּלִּי - נִי -

Onward, sailor, the sea lies before you;  
 The wind has risen up over the wave;  
 The sea will never delude or deceive you  
 So long as you keep your spirits brave.

Raise the anchor.  
 Steer the ship along  
 And let the sailors sing their song.

My ship went sailing into the blue night  
 And brought me to the great sea;  
 The sea was broad with waves and clouds  
 And my way lay long and wide before me.

Storms have risen and shall return in myriads,  
 But you must keep your watch sturdily.  
 Be courageous and remember  
 The brave are beloved of the sea.

Raise the anchor  
 Steer the ship along  
 And let the sailors sing their song.

My ship went sailing into the blue night  
 And brought me to the great sea  
 The sea was broad with waves and clouds  
 And my way lay long and wide before me.

(Translated by Hilda Auerbach)



# Sea Chant

Y. KARNI

הנעימה: יצחק אדל

בקצב לכת

עד לים-ב-יָהּ חַי - מוֹת נִים-פֶּסֶס אֶחָד - לִים-בֶּסֶס אֶחָד -

עַ נִים-דָּגָהּ תִּרִי - מִי לִים-בֶּסֶס מוֹת - נִים-תִּרִי שִׁיא

לוֹ-לֵהּ יָם לוֹ-לֵהּ נִים-פֶּסֶס אֶחָד - לִים-גֶּעַם נוֹ-

יָם לוֹ-לֵהּ יָם לוֹ-לֵהּ יָם לוֹ-לֵהּ יָם לוֹ-לֵהּ יָם לוֹ-לֵהּ יָם לוֹ-לֵהּ יָם

Heave ho, seamen,  
Heave ho, stevedore,  
Stretchers of cording  
To the masthead and more.  
Like the cords strung  
Over the lyre  
Sing with the waves' song  
Low, high and higher.

Praise the sea and praise to the Lord,  
Praise the sea and praise to the Lord.

Awaken the daybreaks  
On the endless sea  
Over mountain-peaks  
Where the clouds fly free  
And shine in the sunlight  
So gloriously;  
Carry the sunbeams;  
Like eagles be.

Praise the sea and praise to the Lord,  
Praise the sea and praise to the Lord.

If the moon silvers  
The waves of the sea  
And if a cloud darkens  
The electricity,  
The compass is faithful,  
The stars will steer true  
To your port and lay paths  
Through the ocean blue.

Praise the sea and praise to the Lord,  
Praise the sea and praise to the Lord.

(Translated by Hilda Auerbach)





## Haifa Nautical School

THE idea of the Haifa Nautical School was born aboard a Jewish ship. It was on board the S. S. "Har Zion" in June, 1937, that the newly-formed Palestine Maritime League held its first conference. As the vessel steamed past Cyprus, an important decision was taken. A Nautical School was to be established at Haifa, to train Jewish officers for the Merchant Marine.

The school was made a reality through the co-operation of two bodies—the Palestine Maritime League and the Jewish Agency for Palestine.

The plan called for the establishment of the school on the grounds of the Haifa Institute of Technology. It would thus utilize the workshops of the Technical High School, also located there, and would be housed in the school's beautiful building. The Principal of the Technical High School, Dr. Shlomo Bardin, was also appointed Principal of the Nautical School.

Negotiations with the Mandatory Government and the British Board of Trade resulted in approval of the plan and the curriculum of the school.

A British Committee of Friends found many supporters both among Jews and non-Jews. British men, prominent in the shipping world, were enthusiastic about the idea of Jews going back to the sea. Through their efforts and those of the Maritime League, the services of Commander R. Stevenson Miller, British Naval Reserve Officer, were secured as Head of the Department of Navigation. They also obtained as a gift, the barquentine-rigged sailing ship, the "Cap Pilar". Outfitted with auxiliary motors and a synagogue, she was presented to the school as a training vessel.

When news of the opening of the school, in October, 1938, was made known in Palestine, boys flocked to the Nautical School to register. Candidates for admission had to be fourteen to fifteen years of age. This unusually low age requirement was the best approach, it seemed, to the problem of lack of Jewish tradition at sea. It takes time to make the sea part and parcel of a boy's life. The boys came from all parts of Palestine. Among them were several refugee boys. Forty boys were admitted the first year.

The Nautical School offers a four-year course, followed by two-three years of practical experience at sea. The cadets may then qualify for the certificate of Second Mate or Second Engineer. The language of instruction is Hebrew but the boys are expected to understand all commands in English as well. Four departments make up the scope of the school's work: Navigation, Marine Engineering, Wireless Operating and Boat Building.

Early in December, 1938, the tall mast of the School was erected on the parade grounds. It was a proud moment for Haifa when young boys filed out of the School building. They were uniformed in navy blue shorts and shirts and white belts, with neat navy and white woollen socks, topped by a merchant service cap with their insignia.

At present the Haifa Nautical School has sixty-eight students. In the past twelve years about three hundred students have been graduated from the school to take their places in the merchant marine and the Israeli Navy. Their service, particularly during the past year, has been of inestimable value and the foresight of those who founded the Haifa Nautical School has been entirely justified. Today, the Haifa Nautical School is supported by three partners: the Israel Maritime League, the Jewish Agency and the American Fund for Israel Institutions.



NAVIGATION  
BOAT TRAINING  
GRADUATING CLASS

MORNING PARADE





## SEAMEN'S HOMES

The development of Seamen's Homes in the ports of Haifa and Tel Aviv is an important project of the Israel Maritime League. Facilities have been made available to seamen so that when their ships are in port they may have a "home away from home". Dormitories are provided for extended stays in port. Relaxation and rest rooms give the seaman an opportunity to relax in comfort. In addition, mail service is available to the seamen and any other service that they may need. The seamen's homes are open not only to Israeli merchant mariners, but to sailors of all nations; and foreign seamen frequently receive their first impression of Israel through the kind and generous services of the Seamen's Homes.



REST ROOM



SEAMEN'S DORMITORY





ZEBULUN SCOUTS SIGNALLING

## Sea Scouts

NAVIGATION INSTRUCTION

The Sea Scout organizations are designed to give the youth of Israel the opportunity of nautical training at an early age. Organized within the various youth movements of Israel—Zebulun (the oldest and the first maritime organization in Israel), Maccabi, Hatsofe, Ulitzur and Hapoel—they engage in the primary activities of nautical training. Included in these activities are swimming, boating, sailing, signalling, elementary navigation and the traditional lesson of all seamen, knot-tying.

The youth groups are particularly featured in the annual maritime celebration Yom Ha'Yam (Maritime Day) and serve as the trained core from which are drawn able seamen for the merchant marine, cadets for the Haifa Nautical School and recruits for the Israeli Navy.



BOAT TRAINING





# Fishing In Israel

*The Israel Maritime League is concerned with awakening interest in fishing as a trade in Israel and with sea fishery research.*

ISRAEL'S rate of progress in the fishing industry does not lag far behind the advances it has made in other spheres. A good beginning has been made in deep sea fishing. At present the Jewish catch of sea fishing represents 11.7 per cent of the general yield. Inland fishing, on the other hand, has shown a steady and marked increase, particularly in the case of fish pond culture, with a rapid and ever growing increase as time goes on. Thousands of dunams of National Fund land, distributed over eighteen settlements and regarded as useless for any other purpose, have been converted into these artificial fish ponds.

The development of the fishing industry in Palestine is due to Jewish initiative. The Mandatory Government had neglected this branch of economic endeavour and before the war Israel spent LP 250,000 a year on the importation of fish, although Italian trawlers found it profitable to come all the way from Italy to fish in the waters of Palestine.

The first Jewish attempts at fishing were made in 1920 by a group of men demobilized from the Jewish Battalions of the First World war and since then several other attempts were made in this direction. In 1934, an important development took place — the first experiments in the breeding of carp in artificial ponds.

The first settlement devoting itself entirely to fishing was founded in 1936 by a group called Plugath Hayam, on JNF land in the Haifa Bay and assisted by the funds of the Keren Hayesod. They were successfully followed by others. Twenty settlements are now engaged in fishing, along the coast, in the Sea of Gallilee, on the Huleh Lake and in artificial ponds.

The Israel Government realizes the importance of the fishing industry and the extent to which it may be expanded. The number of Jewish fishermen has greatly increased and as they become more experienced and more skilled in this work, the modern methods employed by them will result in a tremendous increase in the average daily catch. There is already the beginning of a canning and processing industry, which will, undoubtedly, grow with the extension of fishing activity, and these combined operations will open up new avenues of employment. Judging by the comparative ease with which the Jews have adapted themselves to the strenuous and unaccustomed life of the fishermen and by their achievements to date, there is every reason to hope that this important industry will continue to prosper.



DRYING NETS ON A BARRICADE



HULATA FISHERMEN



A FISHING FLEET IN THE PORT OF TEL AVIV







# ISRAEL MARITIME LEAGUE



PUBLISHED BY  
**AMERICAN FUND FOR ISRAEL INSTITUTIONS**  
267 WEST 71st STREET  
NEW YORK 23, N. Y.