

PREAMBLE

The discovery, in October, 1976, that Emil C. Damgaard, last heard from by his family in 1934, had, in fact, lived until 1972, prospered, and raised a family, under the name of Thomas Keith Churchill, was a momentous event for us all. This narrative describes how it all happened, and is a brief biography of his life. It was compiled from a careful review of his letters home (1923-1934), his official documents, notes and comments by his family and friends, and a current history of the Leviathan. To the best of my knowledge, the facts cited are accurate, but I will gladly accept any corrections or other comments.

Martin J. Damgaard  
Annandale, Virginia  
20 January 1977

MJD/jed

## A Biography Of

EMIL CHRISTOPHER DAMGAARD \* THOMAS KEITH CHURCHILL  
1899 - 1972

Emil Christopher Damgaard was born in Superior, Wisconsin, Douglas County, on 13 November, 1899. In his youth he worked at various jobs, travelled to Seattle, and then to San Francisco where he lost the little and ring fingers of his left hand in an industrial accident. He returned to Superior to work for the Great Northern Railway as a locomotive oiler, hostler, and finally as fireman. But such work is seasonal in Superior, because, in the severe winters there, the harbor and lake freeze over, and the shipment of iron ore, grain and coal is halted.

Emil left Superior for other employment, spent some time in Chicago where, in 1923, he worked at various jobs, attended night school, took a welding course, and, while living at the YMCA, was selected, because of his stature, to appear as a high priest with the Chicago Opera Company, in performances by the famous Russian basso, Ivanovitch Chaliapin. His interests, however, lay in Engineering. He moved to Philadelphia, hoping for better part time educational opportunities, and worked there, for a short time, for what he called "the sawdust people", and then moved on to New York City. Here, on 8 September, 1923, he was fortunate in obtaining a highly coveted berth as oiler on the S.S. Leviathan, the largest and finest passenger liner then afloat in the world.

By this time, Emil Damgaard had changed his name to: "Thomas Keith Churchill". No evidence is available as to precisely when or where this action occurred, or as to the reasons he gave. However, it appears likely that it was done in Chicago, because he refers in a later letter to a "friend who is a lawyer" there. Obviously this name change must have been a legal one, and his service on the Leviathan must have been performed as Thomas Churchill, because of the necessity for such official documents as Seaman and Engineer licenses and U. S. Passports. Also because his next berth after leaving the Leviathan was aboard a U. S. Army Corps of Engineers (U.S. Government) ship, as Thomas Keith Churchill, and his references from the Leviathan, licenses and passport would have had to conform.

Nevertheless, he continued for some 11 years, until May 1934, to correspond with his parents, brothers and sisters, as Emil C. Damgaard, using his full name on occasion, and later signing only "Emil", and on some correspondence, only "E", and then stopped.

In the light of current knowledge, it is now evident that he maintained what must have been a separate address for this purpose, but speculation now, or even proof, of his reasons for any or all of these actions would appear to be both idle and inappropriate. Suffice it to say that his reasons must have been both good and sufficient to

support the legal name change, subsequent U.S. Navy and U.S. Maritime Service commissions and wartime security clearances, as well as all of the personal implications, as will be explained. Also, the validity of the assumption that the late Thomas Keith Churchill was, in fact, Emil Christopher Damgaard, will be addressed and supported.

The S.S. Leviathan was built by the German shipowner Albert Ballin for service in the Hamburg American Lines, and was launched in April, 1913, as the "Waterland". She was in New York harbour in April, 1917, when the U. S. declared war on Germany, and was seized for American use. She was converted to a troop carrier, and performed brilliantly throughout the war, but then lay inactive for some four years, a victim of commercial and political controversy. Finally, she was converted to the most modern and luxurious liner in the world, owned by the U. S. Shipping Board, operated by the United States Lines, and put into service between New York City and Southampton, England, with a stop at Cherbourg, France, each way. She was christened "Leviathan", and made her maiden voyage in July, 1923. She quickly became the favorite of many famous people and her sailings were front page news on both sides of the Atlantic, for many years.

It was on this historic ship that Emil (now Thomas) obtained a position in the engineering crew, and, on September 8th, 1923, sailed from New York on the Leviathan's fourth voyage. He served on her continuously for the next 2-1/2 years, through 32 voyages, and during winter repair and maintenance periods in Hoboken and Boston. His first voyage set a new speed record. His second voyage was through the worst hurricane in memory, with 100-mile winds and waves 70 feet from trough to crest. On this voyage he was promoted from oiler to fireman; on the next, to water tender, and on the next, to engineer.

During his service, the ship was to experience the breakdown of two of her four reversing turbine engines, grounding in New York harbour, loss of propeller blades several times, cracking of some primary structural parts, and many other crises, but also many triumphs. During most of this time, he was one of three "fan engineers", with officer rank, and two gold stripes on his sleeve.

On his last crossing aboard the Leviathan, Voyage 35 West, king-sized storms forced Leviathan to fight her way home on the slowest and most difficult passage of her peacetime career, after which she sailed for Boston to have new propellers installed, arriving back in Hoboken, N. J. on February 13th. Emil resigned from the Leviathan on 6 March, 1926. In a letter from New York, 7 March 1926, he says: "I must tell you about getting off yesterday. When I went to the Chief's (i.e. "Chief Engineer's") office for my pay voucher, the Marine Sup't. happened to be there, and they wanted to know all about why I was leaving. And they went so far as to offer me a promotion to stay. Pretty good, wasn't it? They almost made me change my mind. But I had decided to make a change, so I had to turn his offer down.

He certainly gave me a grand letter of recommendation, though."

One week later, on 13 March, 1926, Emil signed aboard the U.S. Army Corps of Engineers Dredge "W.T. Russell", which he describes, in a letter to Superior, on 19 March as a Diesel Electric, and says that he is "working for the government now". Also, that "I think I'm very fortunate in getting on something like this, although the pay is not as much as I got on the 'Levi'. She is operated by electricity, there isn't a bit of steam on her. They even cook with electricity and have electric heat, too. She's brand new and sure is a dandy." He wrote to Superior again, on 13 June, from Petersburg, Alaska, from this vessel.

On 1 July, 1926, by War Department Letter, the U.S. Engineer Office, Seattle, issued to Thomas Keith Churchill, a Certificate of Service, as oiler, on the W.T. Russell from 13 March to 1 July, 1926.

On 28 February, 1927, a Citizen Seaman's Identification Card #50911 was issued by the U.S. Collector of Customs at the Port of Philadelphia to Thomas Keith Churchill, citing his birthplace as Laramie, Wyoming, and birthplace of father as "Pennsylvania", and of mother as "Wales". This version of his origin appears on all subsequent official documents throughout his life.

During 1927-1928, he voyaged to Spain, Russia, Paris, Lisbon, Casablanca, Alexandria and Beirut on various American vessels. He invested in the installation of ice plants in Alexandria and Casablanca with great expectations, but the business "didn't pan out" and he lost the money because "In Egypt the British don't want you and in Morocco the French the same, but the natives prefer Americans".

A letter of 1 Feb 1929 from the Superintendent Engineer (American Export Lines) to the Chief Engineer, S.S. Executive, introduces Thomas Keith Churchill as the new 3rd Assistant Engineer. In a letter from New York to Superior on 21 June, 1929, Emil says that he is an "Engineer Officer on an American Ship, combination mail, freight and passenger." On 29 June, he was leaving for Africa, and clearly stated his return address on the envelope as "E. Damgaard, Box 2107, 25 South Street, N.Y.C." By 18 Dec., he had returned from Africa, and was leaving for the Persian Gulf.

On 21 April, 1930, Emil was in Novorassisk, Russia, where "the American dollar buys less than anywhere I've ever been. No one here is ever dressed up. At night they promenade in their working clothes, and seem to resent the fact that we are dressed up when they meet us ashore. They don't like to see anyone with a white collar or a hat, as they consider that a sign of "Capitalism". They don't believe in luxury in any form. There are no nice shops at all, only government supply depots. Of course there is no profiteering, or anything like that, but the whole thing seems very unnatural to me".

Thomas Keith Churchill was commissioned an Ensign in the Naval Reserve of the United States Navy on 30 September, 1930.

In 1931, two very important events occurred. Thomas Keith Churchill (Emil) met his future wife. In the words of his eldest daughter, Priscilla, "his very good friend, Capt. Mitchel, and Mother's good friend, Mrs. Mitchel, introduced Mother and Daddy to each other." The young lady in question was Miss Helen Dimetory, who was born in Greece, but lost her parents there during her childhood, and, at age 10, immigrated to the U.S. with an uncle (Capt. Mitchel?). She has a twin sister.

Also, during 1931, Emil had what he describes as "a little stroke of bad luck". In a letter from St. Felice, Spain to Superior, on 31 Dec., he says: "It began with an impacted wisdom tooth which I should have had out long ago. It caused an infection, so I had to go to a hospital where I lay for some time. They were waiting for a chance to operate on my jaw. A friend came to visit me and was able to get me in touch with one of the best surgeons in Europe, who fixed me up without the operation. He said in another day I would have had bone infection. But it cost me plenty." Helen Churchill knows all of the details from her own experience.

That was the last communication from Emil to Superior containing any significant information. He continued to send postcards, signed "E", with noncommittal notes such as "Best Wishes from Gibraltar", for about two years. Then there was a simple Mother's Day telegram from New York in 1933, followed only by a short letter from Alexandria on 22 November, 1933, reminiscing about his mother's good soup with meat balls and rye bread, and a Mother's Day telegram from Napoli on 12 May, 1934. And with that telegram, the written record of Emil Christopher Damgaard ended. He was 34 $\frac{1}{2}$  at the time. He had never returned home.

Subsequent efforts by members of the Damgaard family to trace Emil's whereabouts, through The Seaman's Church Institute of New York and others, were to no avail, and his fate remained a complete mystery to them for over 42 years. We know now that he lived for another 38 years, through an eminent and distinguished career, and a happy retirement with his family, until his death on 4 June 1972. He had been completely successful in submerging his original identity, although his family was naturally curious about his (and their) origins. His daughter Judith, after a skiing trip in Colorado, visited Laramie and researched the records, but found no trace of their name. When she confronted her father with this, he jovially, but steadfastly, refused to discuss the matter.

But in the fulness of time, and through the persistence and continuing love of his two daughters, a series of events began on 21 October 1976 which led eventually to the union of his two families. The Damgaard family learned at last of the history of their brother Emil since his disappearance from their knowledge, and his widow and two daughters learned of his origins. Here is how it happened.

On the morning of 22 October, 1976, Edith Damgaard, in Superior, received a telephone call from a Mrs. Judith Stothoff, of Flemington, N. J., advising that she had good reason to believe that she and her

sister, Mrs. Priscilla Jefferson, also of Flemington, both nee' Churchill, are the daughters of Emil Damgaard, later known as Thomas Keith Churchill, who died in June, 1972. Also, that their mother, Mrs. Helen Churchill, nee' Dimetory, is his widow. She had reached this conclusion as a result of a telephone search for an Ethel Dockstader, married to Walter, with two children, Walter Jr. and Arlyne. She had initiated the search because of captioned photos in her father's personal effects. The following is Judith's description of these events.

" 1. Soon after Daddy's death in June 1972, I went to Kennedy International Airport, and at random looked up "Dockstader" in phone books, approx. 20 numbers.

2. Called about 1/2, asking for whereabouts of an Ethel, married to Walter, with 2 children, Walter Jr. and Arlyne. No one knew an Ethel, etc.

3. On Thursday, Oct. 21, 1976, Priscilla called, early evening, and said: "I've been wondering for 2 days if anyone is thinking of whatever happed to Daddy". I said I'd try to find the list of Dockstaders and call those I hadn't called before.

4. Called Va., and a man said call H. Kneale Dockstader in Bucks County, Pa. - his dad - who had a geneology of the family. I did, and no Ethel, etc.

5. At random, dialed Calif. area codes (because last address - on correspondence Mother had - of Ethel was Calif.).

6. At one number, I was told to call Dorothy Dockstader Rooney in Kansas City - none listed:

7. Several calls later, again told to call Dorothy Dockst.-Rooney - but she lived in Dodge City - I did, and she said she'd look up on her geneology charts, and get back to me. She did, 10 minutes later, and said she found an Ethel, mother of Walter Jr. and Arlyne, but maiden name was Damgaard, of Superior, Wisconsin.

8. Ethel had responded to D.D. Rooney's geneology questionnaires in 1964. She gave me Walter's telephone number in Ventura, Calif., and also Walter Jr.'s and Arlyne's addresses (they had also responded to the geneology questionnaires).

9. I called Walter Sr., and was told by his current wife that Walter's first wife (now deceased) was named Ethel. I then spoke with Walter Sr., and

was told that Ethel had a brother Emil who was a merchant seaman; also, physical description sounded correct.

10. Walter gave me Edith's address and telephone number.

11. On Friday, Oct. 22, AM, I got a picture of Walter Jr. and Arlyne, also Daddy's address book, from mother, and went to Priscilla's to call Edith. Mother said she hoped God would guide us to the right phone number this time.

12. Before calling, we were now almost certain of Daddy's being Emil, because the address for Ethel in book was same as Edith's - 1926 Banks.

13. Called Edith, and all history we knew was same as Edith's information - except Alaska, San Fran., Calif., Gr. Northern RR fireman, Chicago Opera, etc.

14. At noon, we called Mother, and said we thought we had found Daddy's family. Then called Walter Sr. back, and left message that "Emil is my father".

After speaking to Judith on the morning of 22 October, Edith called Martin, in Annandale, Va., and told him of the phone call. She also called Freda Weller, in Stevens Point. Martin advised Helen Nesper, in Miami, and Harry - and through him, Marvel Hamblet - in Seattle, Wash. Judith called Edith again that evening, with additional information, and suggested that she visit Edith to compare notes, and to firm up the relationship, if appropriate. She phoned Martin the following morning for further discussion, and said that she and her mother and sister were planning a visit to Superior the next week, possibly Tuesday.

On Saturday, Martin and Joe decided that Edith, and Freda - if she could make the visit - should not be required to face this momentous occasion alone, and called Freda and Edith to say that they would also attend. Both agreed.

And so it happened that Freda arrived in Superior on Sunday, 24 Oct. 1976, Martin and Joe on Monday, on 25 Oct 76, and Mrs. Helen Churchill, Mrs. Priscilla Jefferson and Mrs. Judith Stothoff, on Tuesday, 26 Oct 76. After introductions, an explanation by Judy of how this had all happened at this particular time, and an exchange of evidence - comparison of photographs, letters, documents, and experiences - we were all fully convinced that Emil C. Damgaard and Thomas K. Churchill were one and the same.

There followed over the next two days a very happy reunion, with a gradual realization on our (Damgaard) part that the long and baffling mystery of Emil has been solved, and that we Damgaards all have a new sister-in-law and two new married nieces, each with 3 sons.

On their part, the Churchills find themselves full fledged members of a substantial new family tree. During these two days, the whole group toured points of mutual interest to them in Superior - the house on 65th St., the Billings School, the Nemadji River, the vicinity of the "old" 10 acre farm (Emil's childhood home), the cemetery, Billings Park, the Great Northern roundhouse and yards, the GN grain elevators, the Allouez ore docks, and the Mocassin Mike beach on Lake Superior. We enjoyed two delightful dinners together - one hosted by each family.

Before the Churchills' departure, a Damgaard genealogy, including the Churchill branch, was drawn and presented to them, copies of their documents were made, arrangements were made for photos from each family's files to be copied, and Emil's letters were loaned to Priscilla for copying. Tentative plans were made for Martin and Joe to attend the Churchill annual Thanksgiving dinner in Flemington - an event which was later consummated with great enjoyment by all. At that time, additional data were obtained which permitted a cohesive narrative of the history and times of Emil Damgaard as Thomas Keith Churchill. That narrative now continues.

Thomas Churchill and Helen Dimetory were married in "The Little Church Around The Corner", in New York City, on 11 June, 1932. He was the 3rd Ass't Engineer of the S.S. EXCALIBUR, on Shore Leave Pass #125/72. By this time, he had begun his life's work, as 3rd, 2nd, 1st Assistant, and finally as Chief Engineer, on the ships of The American Export Lines (now American Export Isbrantsen Lines). This is a very large merchant shipping company, operating over 30 ships carrying cargo, passengers and mail to foreign and coast wise ports, with headquarters at River and First Streets, Hoboken, N. J. 07030. He served this company for some 36 years, licensed under U.S. Coast Guard regulations as "US Marine Officer, Chief Engineer of Steam Vessels of Any Horsepower".

As of the date of his first license, he was the only individual to take and pass the 3rd, 2nd, 1st Ass't and Chief tests at the same sitting. On the date of his last license renewal, 19 Jan 1969, he was informed that his next renewal would set a record for the longest continual qualification as Chief Engineer in Coast Guard history.

On 19 November, 1934, the U.S. Dept. of Commerce, N.Y. Divn., U.S. Coast Guard, issued "Certificate of Efficiency to Lifeboat Man" #42306, Serial 257043, to Thomas Keith Churchill. The certificate bears a photograph. On the same day, the U.S. Navy released Letter, NAV168AFL, 67345, Bureau of Navigation, Subject: "Correspondence Course-Engineering, Completion of", with 1st Indorsement, 23 Nov 34, from the Commandant, 3rd Naval District, addressed to Thomas Keith Churchill, stating that "On 19 Nov 34, course was completed with average mark of 3.94 "(on scale of 4.0)." This is a remarkable achievement, corresponding to a grade of 98.5 on the normal scale of 100 for an entire engineering course.

The Churchills lived in Hoboken, and then in Arlington, N.J. Their first child, Priscilla Barbara, was born on 29 December, 1936.



The US Coast Guard issues to each licensed seaman a "Continuous Discharge Book" in which is entered, on a line for each voyage, the seaman's name, position, the vessel, the master, port and date of embarkation, destination, date of arrival, and discharge for that voyage, signed by an official. Tom Churchill's Continuous Discharge Book for 1937-1959, shows numerous voyages, usually as Chief Engineer, to foreign and domestic coastwise ports on each of the following American Export ships: CONSTANCE CHANDLER, EXAMALIA, EXPLORER, EXILOMA, WILLIAM CODDINGTON, ORPHEUS, EXECUTOR, EXATONIA, EXCELLENCY, EXHIBITOR, EXCHESTER, EXERMONT, EXETER, EXMOUTH, EXMINSTER, EXEMPLAR AND EXBROOK.

During the period covered by these voyages, many other important events occurred. In 1941, the Churchills bought a house in Nutley, N.J. Their second child, Judith Diane, was born on 8 Sept 1941. On 3 Mar 1943, Tom was issued Seaman's Passport #87051 which describes the lack of the last two fingers of his left hand. On 27 May 43 he was offered an Appointment in U.S. Maritime Service, with rank of Commander, for Engineer Duties (Inactive). On 16 Jul 43, he signed a Sworn Acceptance of this ASMS Assignment. This began his World War II service in uniform.

Still on cargo ships, he made numerous convoy duty runs, carrying ammunition and military equipment, to Murmansk, Russia, and to Mediterranean ports. These runs were extremely hazardous, and often 1/2 to 3/4 of the convoy would be lost, torpedoed, blown up and sunk, by German submarines. (Note: For an excellent description of such runs, and the responsibilities of the Chief Engineer on such ships, read "The Cruel Sea" by Nicholas Monsarrat). When the war ended, Tom Churchill returned to American Export Lines civilian duties. On 12 May 1945, he became a 32 Degree Mason in the Shrine Temple, Newark, N. J.

Also during this period, he left the sea for some 3 years, in 1951-2-3, and became the company's Assistant Port Engineer for the Port of New York. In this capacity he supervised the condition and engineering of all incoming and outgoing company ships, and was responsible that repair parts were available, that repairs were made on schedule, and that the ships were made seaworthy in a timely manner. This job took him to Norfolk, Va. and Baltimore, Md. frequently, for short periods.

In 1954, Tom Churchill returned to sea, resuming his Chief Engineer position. His daughter Priscilla, during the Superior visit, wrote this: "His trips at sea, as I remember, would be for a period of six weeks to about three and a half months (India Run). He wrote lovely long letters to each of us frequently. His return home was always a happy occasion, and he delighted in bringing us lovely gifts from around the world". (Note: He referred to Priscilla as "The Dutchess". He himself was addressed by all but his family as "Chief").

In the late 1950's, he arranged "courtesy" cruises for his wife Helen, to Europe and the Mediterranean, aboard the Company's two luxurious passenger liners SS CONSTITUTION and INDEPENDENCE, where she

was treated as a VIP, ate at the captain's table, had her transportation ashore available and waiting, and generally enjoyed the Company's best. She was not permitted, however, to travel on the same ship as him.

Thomas Churchill retired in September, 1964, but still made occasional trips for American Export Lines when they needed him, until 1969. "This pleased him very much."

The following record is extracted, with departure dates only, from: "US COAST GUARD CONTINUOUS DISCHARGE BOOK, 31 March, 1959, CHURCHILL, THOMAS, No. 107097-C1, LIC SER #324220 - 7-10, SOCIAL SECURITY NO. 081-12-3045, Wyoming, USA":

31 Mar 59 -	Ch Engr SS EXBROOK
29 Mar 62	14 Foreign and 11 Coastwise Trips
26 Jun 62 -	Ch Engr SS EXCHESTER
29 Sep 62	2 Foreign Trips
18 Feb 63 -	Ch Engr SS EXILONA
12 Apr 63	1 Foreign and Coastwise Trip
27 May 63	Ch Engr SS EXPORT AMBASSADOR
	1 Coastwise Trip
17 Jun 63 -	Ch Engr SS EXILONA
22 May 64	5 Foreign & 3 Coastwise Trips
17 Jul 64	Ch Engr SS FLYING FISH
	Coastwise
22 Jul 64	Ch Engr SS EXPORT ADVENTURER
	Foreign
Sept 64	RETIRED
15 Oct 64	SS EXCHESTER
	Coastwise
9 Nov 64	SS EXPRESS
	Coastwise
9 Dec 64	SS FLYING FISH
	Coastwise
5 May 65	SS SANTO CERRO
	(United Fruit - Refrigerated) Foreign
2 Aug 65	SS EXCELSIOR
	Coastwise

30 Aug 65	SS FLYING SPRAY Coastwise to Toledo, Ohio. (Note: Thomas K. Churchill was on the first ship to negotiate the St. Lawrence Seaway. This would be another such passage. Incidentally, he was also on the first ship to deliver grain to Russia).
22 Jan 66	SS THOMAS A. Coastwise
22 Jul 66	SS THOMAS A. Intercoastal
28 Jul 67	SS FLYING CLOUD Coastwise
8 Aug 69	SS EASTERN STAR Valman Shipping Foreign. To Long Beach Cal. & Singapore and return. (Note: Last Voyage).

Tom and Helen Churchill sold their house in Nutley, N.J. when he retired. After a brief stay in Princeton, N. J., they moved to an apartment in Flemington, N.J., in March, 1965, to be near their two daughters, by now married. At this time, he had also reverted to inactive status in the US Navy Reserve. An Identification Card, No. N3,893,552, dated 16 Jan 65, gives his rank as Lieutenant, Junior Grade, Serial No. 67937, SSN 081-12-3045. Having been commissioned an Ensign in 1930, he had maintained his Navy Reserve status for 35 years.

Of his retirement, Priscilla says: "Mother and Daddy, after he retired, enjoyed many lovely trips on various American Export Lines ships. He adored his sons-in-law and his fine grandsons, and spent many happy times with them".

Priscilla, the elder daughter, had married Richard Gale Jefferson, of Flemington, the son of the County Prosecutor, and himself now a successful estate lawyer. They have three sons: Jonathan Keith and Timothy Brian, fraternal twins, born 3 Aug 64, and Richard Gale Jr., born 5 Aug 66. Judith had married William Luther Stothoff III, an Army Corps of Engineers veteran, who owns and operates the Wm. Stothoff Company, Inc., a substantial organization established by his grandfather in 1885, and formerly operated by his father. The company drills water wells and installs pumping systems, nationwide. Judy and "Pete" also have three sons: Robert Hunt, born 23 Jun 63, David Churchill, born 30 Mar 68, and Thomas Keith Churchill, born 2 May 75.

Emil Christopher Damgaard - Thomas Keith Churchill, became ill and entered Emterdon Medical Center on 5 May 1972. His illness was diagnosed as a cancer of the esophagus, which was determined to be inoperable. He returned home for one week-end visit. He was comfortable throughout his illness, and comatose at the end. He died on 4 June 1972. His funeral was conducted at Calvary Episcopal Church, Flemington, N. J. In response to his own wish, his remains were cremated and buried at sea, from a ship on which he and Helen had enjoyed happy cruises together.

An excerpt of the vessel's Official Log Book entry became a matter of Federal Record, and was vise'd at the first opportunity, on 4 December 1972, by the American Vice Consul, Republic of Lebanon, City of Beirut, Embassy of the United States of America.

The ship's captain wrote to Helen :

S.S. EXPORT AMBASSADOR

AT SEA

\* \* \*

Mr. Churchill's ashes were buried at sea, in 1600 fathoms, with the traditional seaman's ceremony, on November 24, 1972, at 1030 Greenwich Mean Time.

The position was Latitude 35-26 North, Longitude 16-08 West - 162 miles North Northeast of Madeira Island. This position has no significance other than it was the first pleasant, smooth, sunny day of a rough Eastbound winter crossing.

The ceremony was attended by Officers, crew and passengers. Seven of the men knew Mr. Churchill personally. The remains were interred by the youngest man aboard, and the whistle sounded three times, in final farewell.

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PHOTOGRAPHS

Pages P.1 - P.4  
From the Dangaard file  
Martin has the negatives

Pages P.5 - P.8  
From the Churchill file  
Priscilla has the negatives