

INCLOSURES

- A. Excerpt of 1923 "Opera" letter from Emil to family.
- B. Abstract of Leviathan Log, Voyage 35 West, January 19, 1926, with Photo of Vessel.
- C. Note on "The World's Greatest Ship" Leviathan.
- D. Commission as Ensign, Naval Reserve of the United States Navy, 30 Sep 1930.
- E. Certificate of Cremation.
- F. Official Log Entry, SS EXPORT AMBASSADOR, 283150.
- G. Excerpt from the Official Log of the SS EXPORT AMBASSADOR, with Endorsement, U. S. Embassy, Beirut, Lebanon, 4 Dec 1972.
- H. Letter, SS EXPORT AMBASSADOR, American Export Isbrantsen Lines, At Sea, Nov 24, 1972, to Mrs. Churchill, signed: Ralph Fraser-Master.
- I. Address Sheet - Stothoff/Jefferson/Churchill.
- J. Geneology Chart - The Damgaard Family.



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# Y.M.C.A. Hotel

A DEPARTMENT OF  
THE YOUNG MEN'S CHRISTIAN ASSOCIATION  
OF CHICAGO

WABASH AVE. NEAR 8<sup>TH</sup> ST.

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In the last act I am the High Priest again. Two monks walk out ahead of me and take places on each side of the stage and I come out and stand in the center. The ~~the~~ soldiers and choruses are behind us, and all the leading ones are ahead of us. ~~That~~ Chelapin is supposed to die in this act. He has a great fight with some one who is supposed to be a ghost then he dies. They all sing while it's going on. They gave him the greatest ovation <sup>last night</sup> that was ever given an actor in Chicago.

they sent up loads of flowers to ⑧  
him. and the rest of the actors  
paid him the highest tribute they  
can. that is in Russian style.  
it is giving him a bowl of bread  
and salt. It means friendship and  
loyalty or something like that  
the papers are full of it today. they  
all say it was the greatest show  
Chicago had ever seen. We play  
the same opera four more times  
so I guess I will be a regular  
Priest by the time we get through.  
I don't know what I will do in the  
other operas. I never saw ~~at~~ such  
a mad house in my life as there  
was back stage last night.  
every body was so excited and  
wondering if the show was going  
over all alright. because last  
night meant success or failure  
to them if they hadn't made

QUADRUPLE SCREW, TURBINE STEAMER

# LEVIATHAN

"THE WORLD'S GREATEST SHIP"

Abstract of Log

**59,956 Tons**

Voyage 35 West

Captain HERBERT HARTLEY, U.S.N.R., Commanding.

From SOUTHAMPTON via CHERBOURG to NEW YORK, January 19, 1926.

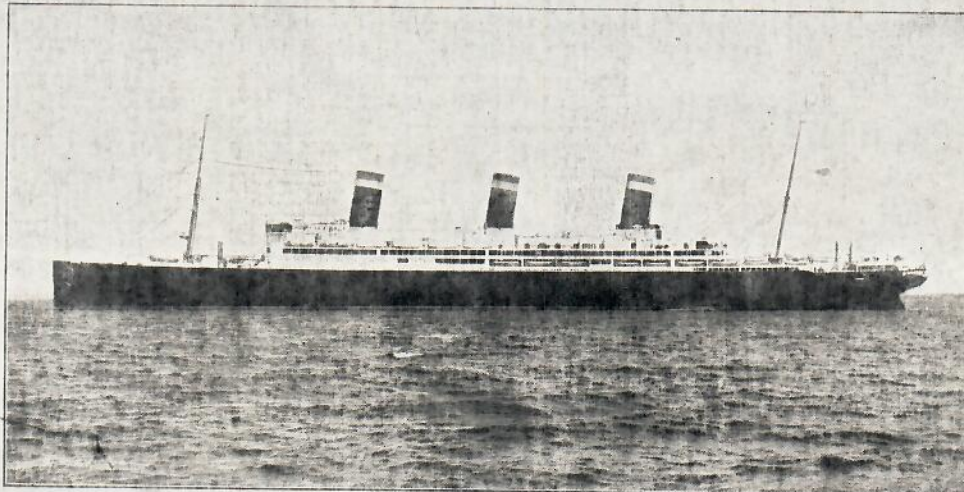
DATE	LAT. N.	LONG. W.	MILES	REMARKS
Jan. 20	49.54	8.54	285	Departure from Cherbourg. 12.49 a.m. Jan. 20.
" 21	49.18	23.53	584	Moderate S'ly Wind. Mod. S.W. Swell and Sea
" 22	47.01	36.44	532	Strong S.W. Wind Rough Sea. H'vy W'ly Swell
" 23	44.25	46.30	438	Strong N.W. Wind. Rough Sea. H'vy W'ly Swell
" 24	44.26	47.16	78	Strong W'ly Gale, High Head Seas.
" 25	43.04	54.32	326	Whole W'ly Gale, Mountainous Seas, Violent Squalls
" 26	41.17	64.05	438	Strong W'ly Gale, Very High Head Seas
		To New York	447	Gentle N.E. Wind, Slight Sea
		Total Distance	3128	Arrived Ambrose Lt. V. 5.58 a.m., Jan. 27.

Sea Passage 7 days, 10 hours, 09 minutes

Average speed 17.55 knots  
(or 20.18 land miles per hour.)

*Slowest West-bound Passage*

UNITED STATES LINES



S. S. LEVIATHAN

Note on "The World's Greatest Ship" Leviathan.

In 1975, my son Neil, then an industrial engineer employed by an engineer consulting firm under Navy contract, encountered, in his work, an excerpt from "Proceedings of the U.S.N. Institute" which described a 5-volume history of the Leviathan still in preparation. Volumes 1 and 2 were complete, bringing the history to the point at which the ship was entering its peace time passenger service. Obviously the next volume would cover the period in which Emil served on her, and would require at least another year to publish. The author is Mr. Frank O. Braynard, a noted marine artist and historian. The publisher is the South Street Seaport Museum, 16 Fulton Street, N.Y., N.Y., 10038. The series is titled "The World's Greatest Ship" Leviathan.

When I learned about Thomas Keith Churchill, I contacted the Museum, to inquire from Mr. Braynard whether Vol. 3 had been published and whether Emil/Tom was included. It developed that Mr. Braynard is the Director of Operation Sail, the agency that, from his conception, and under his direction, organized and operated the Bicentennial race and visit of the Tall Ships to the U.S. His offices are in the World Trade Center, New York City.

I finally reached him by phone, and found that Vol. 3 had just been published, but that Emil/Tom was not included because no one had told Mr. Braynard about him. He is basing his history not only on official records, but also largely on personal letters, diaries and memorabilia from former passengers, crew members, their families and friends. He was most delighted to hear from me, and is anxious that we should meet, and to see our Leviathan material, so that he might use it in Volume 4. He thinks that Emil's "dual identity" life is a fascinating story. He now believes that he has met Tom Churchill, through a mutual friend, Mr. Joe Farr, a former director of the Museum, now retired to British Columbia.

The books are oversize, about  $1\frac{1}{2}$  inches thick, and replete with anecdotes and photos. They cost \$21 - \$30 each, according to how they are bought. I have Vols. 1, 2 and 3. Harry has Volume 3.

I plan to contact Mr. Braynard in the near future, together with the Churchills, to show him our letters and mementos. We shall see what transpires.

MJD

THE  
President of the United States of America.



To all who shall see these presents, greeting:

Know Ye, that reposing special Trust and Confidence in the Patriotism, Valor, Fidelity  
and Abilities of Thomas Keith Churchill I do appoint him  
an Ensign

in the Naval Reserve of The United States Navy to rank from the  
Thirtieth day of September 1930 He is therefore  
carefully and diligently to discharge the duties of such office by doing and performing  
all manner of things thereunto belonging.

And I do strictly charge and require all Officers, Seamen and Marines under  
his Command to be obedient to his orders. And he is to observe and follow such  
orders and directions from time to time as he shall receive from me, or the future  
President of The United States of America, or his Superior Officer set over him,  
according to the Rules and Discipline of the Navy.

This Commission to continue in force during the pleasure of the President of the  
United States for the time being.

Done at the City of Washington, this Thirtieth day of September  
in the year of our Lord One Thousand Nine Hundred and Thirty  
and of the Independence of The United States of America, the One Hundred and  
Sixty Fifth

By the President:

Ernest Lee Jahncke  
The Acting Secretary of the Navy

Registered No. 12

The lowest number of the  
same date takes rank.

OFFICIAL LOG ENTRY

This is to certify that the cremated remains of Thomas Keith Churchill in a container marked #7278, C.W. Fisher, Director, 6/7/72, Ewing Crematorium were buried at sea in the traditional manner on November 24, 1972 at 1030 hours Greenwich Mean Time in Lat. 35 - 26 N, Lo. 16 08 W at a point 162 miles NNE of the Island of Mederia, in 1600 fathoms.

W Gaslin  
Chief Officer

Loth Gaslin  
MASTER

Sailwoldman  
Purser/MPA





**AMERICAN EXPORT  
ISBRANDTSEN LINES**  
I N C.

RIVER AND FIRST STREETS  
HOBOKEN, N. J. 07030

**S.S. EXPORT AMBASSADOR**

CABLE ADDRESS: EXPOSHIP  
TELEPHONE 797-3000

**AT SEA**  
November 24, 1972

Dear Mrs. Churchill,

Mr. Churchills ashes were buried at sea with the traditional seamans ceremony on November 24, 1972, at 1030, Greenwich Mean Time.

The position was latitudee 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. The remains interred by the youngest man aboard and the whistle sounded three times in final farewell. Seven of the men present knew Mr. Churchill personally.

The accompanying flowers and hymn were included in the ceremony. Photographs were taken, which will be forwarded through Mr. Collins as soon as processed.

Attached, please find a copy of the vessels' Official Log Book entry which becomes a matter of Federal record and will be vise'd by an American Consul at the first opportunity.

Best Wishes from the vessel to yourself and your family on this solemn occasion.

Respectfully,

  
R. Fraser-Master

