Wed. August 7, 1957

A Boy Scout Abroad (1)

Utica's Jim Diamond Steers Ship On Thrilling Quebec-Plymouth Trip

UTICA EAGLE SCOUT STARTS LONG JOURNEY—James C. Diamond, son of Mr. and Mrs. James A. Diamond, 141 Hobart St., sixth from right, steps in stride as large contingent marches to bus at Norristown, for 28-hour ride to Quebec, and thence to England.

(First in a Series)

Eagle Scout James C. Diamond, 141 Hobart St., who is on a well-earned European jaunt, is recording his impressions for the Utica Newspapers, as he travels along.

It began when the son of Mr. and Mrs. James A. Diamond earned 43 merit badges in scouting in three years; when his class at St. Francis de Sales High School elected him its president for those same three years; when, young as he is, he gained recognition for his support of civic projects; when the Optimist Club listed him among its "Boys of the Month."

J. C. Diamond

The young scout attended the annual Boy Scout National Jamboree at Valley Forge; then he took a 28-hour train ride to Quebec and boarded the "Fairsea" and sailed for England and the International Scout Jamboree. He will be home again Sept. 7.

He wrote on board ship, of fog on the first day of his "completely new and enjoyable experience. His first report mentions casually that he was permitted to steer the ship "for a mile or two."

Let him tell something of his first sea voyage in his own words.

"The ship was complete and had a most characteristic atmosphere, topped off by the English maids, stewards and crew members." He noted the passage through the St. Lawrence and found that his "second class A-deck cabin" had three double bunked beds, closets and washbasins, and he retired that first night (July 22) at midnight.

He took part in "abandon ship drills," attended shipboard movies, noted the longitudinal and latitudinal readings, saw his first iceberg pack, which he described as "10 Polar region bergs"; practiced singing the Mass in preparation for the Mass which scouts all over the world will sing together when they get to France.

He was aware that they "hit the Labrador current" about 7 p. m. July 25, and the Gulf Stream the next day. It was then that he was given a "first class tour of the bridge" (when they were 1,237 miles east of Quebec, 1,500 miles northeast of New York City and 630 miles south of Greenland, and 1,374 miles from their destination, Plymouth).

The captain of the ship signed the Utica scout's diary. Time changed and on July 26 James "missed breakfast because of our failure to set clocks ahead one hour." He attended foreign language sessions when they had "982 miles to go."

He closed his report when Iceland was "750 miles northeast, Greenland 650 miles to the northwest and at our keel the water is 1,500 fathoms deep. Since all mail must be in two days before we reach Plymouth I must close this letter. But before I do, I would like to comment on the food. It is the highlight of the ocean crossing. I couldn't be having a better time, even if I was on the Queen Mary or the United States. See you approximately Sept. 5, 1957."

Another report from Jim will appear in The Observer-Dispatch soon.