

THE LOOKOUT



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Photo taken from Daily News plane by Hemmer: Warner, pilot

ARGOSY OF SHIPS

CALM INTERLUDE. Anchored in New York Harbor, off Stapleton, S. I., is a great fleet of merchant ships. They await with heavy cargoes . . . new adventures in running the gauntlet of death-dealing submarines and bombers on the perilous seas. Every voyage is a great adventure.

GIVE THANKS FOR THE EVERYDAY HEROES OF
THE MERCHANT MARINE

E A M E N ' S C H U R C H I N S T I T U T E
O F N E W Y O R K

VOL. XXXII NO. II

NOVEMBER, 1941

The Sanctuary

Most gracious Lord, whose mercy is over all thy works; We praise thy holy Name as thou dost conduct in safety, through the perils of the great deep, thy servants, the crews and passengers of ships, for which we return thanks unto thee. May they be duly sensible of thy merciful providence towards them, and ever express their thankfulness by a holy trust in thee, and obedience to thy laws; through Jesus Christ our Lord. Amen. Book of Common Prayer (adapted)

The LOOKOUT

VOL. XXXII, NOVEMBER, 1941

PUBLISHED MONTHLY
by the
SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

CLARENCE G. MICHALIS
President

THOMAS ROBERTS
Secretary and Treasurer

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Director

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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK
25 SOUTH ST., NEW YORK, N. Y.
Telephone BOWling Green 9-2710

LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we submit nevertheless the following as a clause that may be used:

I give and bequeath to "Seamen's Church Institute of New York," incorporated under the laws of the State of New York, located at 25 South Street, New York City, the sum of

.....Dollars.

Note that the words "OF NEW YORK" are a part of our title.

It is to the generosity of numerous donors and testators that the Institute owes its present position, and for their benefactions their memory will ever be cherished by all friends of the seamen.

The Lookout

Vol. XXXII

November, 1941

No. 11

The Ways and Means

Committee takes

pleasure in announc-
ing that plans have
been completed

for the Institute's

*Annual
Fall Benefit*

to be held on

*Monday Evening,
November 17th*

at 8:30

at the National Theatre

We have reserved the orchestra,
mezzanine and boxes for

"Macbeth"

THE Committee has selected William Shakespeare's "MACBETH", co-starring Maurice Evans and Judith Anderson. We feel that we are fortunate in being able to secure an early benefit performance of this play, which promises to be one of the important events of the season.

Judith Anderson is noted for her dramatic portrayals of roles in such plays as "Family Portrait", "The Old Maid", "Strange Interlude", and her co-star, Maurice Evans, made theatrical history in his acting of the leading characters in "Twelfth Night", "Henry IV", "Hamlet", "Richard II". The production will be staged by Margaret Webster.

The proceeds of the benefit will be used to help maintain the welfare, recreational, vocational and social services at the Institute, all of which have expanded because of the war and the large number of torpedoed crews.

Tickets will be assigned as reservations are received. Prices range from \$3.30 to \$12.50.* Please make checks payable to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK and mail to the Benefit Committee, 25 South Street. Your generous support of this benefit will be greatly appreciated as we anticipate many seamen will be needing the Institute's help during the coming winter.

* A 10% Government tax on the purchase price of all theatre tickets became effective on October 1st and charities are not exempt.



Judith Anderson and Maurice Evans
in a scene from "MacBeth".

Vandamm Studio Photo

Ship Model Workshop

MID-TOWN Manhattan now has a ship model workshop where merchant seamen from the Institute construct ship models of all sizes and put tiny ships in bottles. Here is an ideal place for women shoppers puzzled about what to give for Christmas to solve their holiday giving problem. The location: New York City Information Center, Pershing Square, opposite Grand Central Station, on 42nd Street.

Newbold Morris, president of the New York City Council, officially opened the seamen's exhibit on Monday, October sixth, and purchased the first miniature ship model. The opening ceremonies were attended by Miss Adrienne Ames, star of stage and screen, Mrs. Stuart Linton Gagne, secretary of Bundles for Britain, Inc., Charles H. Fecke, representing Sir T. Ashley Sparks of the British Ministry of War Transport; E. P. Doyle, president and L. P. Hooper, vice-president of the 42nd Street Property Owners and Merchants' Association, and Harry Forsyth, vice-president of the Sea-

men's Church Institute of New York.

Profusely tattooed 350-pound Lewis Bronco, probably the most picturesque mariner afloat or ashore, and former quartermaster on the LEVIATHAN, was on deck to demonstrate the delicate art of maneuvering a full-rigged ship through the narrow neck of a tiny bottle.

Conducted under the auspices of the Seamen's Church Institute of New York for the benefit of American and British seamen, the workshop is run by American sailors who will sell miniature ships-in-bottles at fifty cents each for the joint benefit of the Institute and Bundles for Britain. The ships-in-bottles idea was conceived by Able Seaman L. Edward Barthman who devised a 3½ inch model as a practical way of materially aiding Britain's merchant seamen.

For some years the Institute has had a small Nautical Museum with a few ship models for sale on the fourth floor of its South Street building. Acting on an invitation



Marie Higginson Photo
Adrienne Ames and Newbold Morris participate in ceremonies opening the sale of ships-in-bottles at the New York City Information Center. Seaman Lewis Bronco negotiated the first sale.



A. Eriss Photo
Getting through a little bottle-neck. American seamen put ships inside tiny bottles and sell them for 50c each for the joint benefit of the Seamen's Church Institute of New York and Bundles for Britain.

from the Forty-Second Street Property Owners and Merchants Association the Institute moved its workshop and display of marine paintings and handcrafts from the waterfront to midtown Manhattan so that more people might have an opportunity to admire and purchase the sailors' work.

So here is a chance to pick up at

nominal cost unusual examples of the nautical arts for home or office decoration and for Christmas gifts.

The workshop will be at the 42nd Street Information Center until after Christmas. It is open to the public daily, from 9 A.M. to 7 P.M.

DO YOUR CHRISTMAS SHOPPING HERE AND HELP THE MERCHANT SEAMEN!

Heroes of the "Pink Star"

WHEN the American freighter "Pink Star" was torpedoed and sunk on September 19th off Iceland, the newspapers told of the self-effacing heroism of James L. Cassidy, second officer, who gave up his life so as not to overcrowd the lifeboat. From one of the survivors, Rene —, a Belgian seaman who was brought to New York on a U. S. battleship, THE LOOKOUT editor learned further details about the marine tragedy.

One lifeboat was smashed, an-

other was submerged, and the third was partly full of water. The men had to bail continuously to prevent the boat from swamping. The wooden-legged master of the freighter, Captain J. C. MacKenzie, told the story simply: "Cassidy swam up to our only lifeboat. He saw that it was full, waved goodbye and swam away. We never saw him again." And the little Belgian who has also been a survivor of the freighter "Mercier" added grimly: "There were twenty-three of us. We

counted thirteen of our shipmates who were missing."

Rene went on to explain that Captain MacKenzie was in the water for five hours. With two life belts to keep him up and a bit of wood from a lard box to paddle with, he managed to keep moving for three hours. He gradually began to lose the use of his good leg from the numbing cold of the water and it became increasingly difficult for him to keep going with the stump of his other.

Of the tense moments before the "Pink Star" went down the Belgian seaman did not speak, but Captain MacKenzie, interviewed at Reykjavik, Iceland, said:

"I could see the torpedoes coming. I shoved the ship hard a-port but they hit her. Glory be, it was like the Day of Judgment. She was torn into pieces—A piece of a life raft was blown up on the bridge and the water thrown up by the explosion came up to my waist as I stood there. Night was closing in. It was 5:25 P.M. An Arctic gale was blowing.

"When we got the only remaining lifeboat we found she was half full of water from the tidal wave the explosion threw up. The 'Pink Star' went down fast — not more than eight minutes, I think. Some of my men got into the lifeboat and others jumped overboard in their life belts. I had just time in which to get the secret papers and I weighted them and threw them overboard. Then I took a life belt and found another and got off just as she was going down."

"She reached for me. I felt the suction tugging at me as though she wanted me to stay with her. But I kept swimming. Alf Mildren, the third officer, was swimming near me. I could hear, but not see the others in the water. It was very black. The steward, Seymour, was badly hurt about the head. He was pretty cheerful but then all of a sudden he was gone. One of the

messmen was injured. He was crying for help. Then he must have gone, too, for I didn't hear him any more.

"It was then that I saw Cassidy. Swam up as cool as you please, saw the situation and swam away. Had a widowed mother in New Brunswick, too . . . After a while, I couldn't hear them in the lifeboat. It was cold and lonely out there in the North Atlantic. Funny, I kept thinking of my ship. Lovely little thing she was, and these Jerries had opened up her side like a tin can . . . Well I kept on paddling. As long as a man keeps busy doing something he's all right. It was heaven when the British man-o'-war picked us up."

The Captain was done in, but a few hours later he was hobbling around the commander's cabin.

The "Pink Star" was under the flag of Panama after the United States took her into protective custody. She formerly was the Danish motorship "Lundby". She was en route to Iceland in a Canadian convoy and was about 275 miles northeast of Cape Farewell when she was torpedoed. Some of the survivors are still in hospital in Iceland but several have been brought to New York. One of the crew is a "regular" at the Institute. He got his job on the "Pink Star" through the Institute's Employment Bureau. Rene — —, the Belgian seaman, expects to ship out any day on another freighter.

FOR DEFENSE



**BUY
UNITED
STATES
SAVINGS
BONDS
AND STAMPS**

The Windsors Visit "25 South Street"



Marie Higginson Photo

Standing: Left to right: Godfrey Haggard, Esq., British Consul General in New York, Mrs. Haggard, Mrs. J. B. Wilson, the Rev. Harold H. Kelley, D.D. Seated: the Duchess of Windsor, the Duke of Windsor, Seaman William Breen and two other British Seamen.

EAGER crowds of sailors, determined to get a glimpse of the Duke and Duchess of Windsor, surged into the British Merchant Navy Club, lined the stairway and lobbies of the Institute, gathered at the main entrance on Oct. 22nd, and burst into cheers and applause when the famous couple arrived. They were welcomed by Godfrey Haggard, Esq., British Consul General in New York and Chairman of the British Merchant Navy Committee, and Mrs. Haggard; Clarence G. Michalis, President, Harry Forsyth, Vice-President and the Rev. Harold H. Kelley, Director, of the Institute. They first were escorted to Dr. Kelley's office, where they admired the view of East River shipping from the windows; signed the visitors' book "Wallis Windsor" and

"Edward"; then walked through the Board Room and into the Apprentices' Room.

Here, two young bearded British officers, Chief Mate James Wiles and Second Mate Henry Pirie in full dress uniform were chatting with Mrs. Edith Baxter, the hostess, one of whom had visited her in his own apprentice days twenty years ago. The Duke of Windsor greeted the two seamen and one of them reminded him that they had met previously, some years ago, at St. Andrew's golf course. The Duke laughed and reminisced for a few moments. Meanwhile the Duchess was inquiring if the magazines on the tables were paid for or donated and about the dances for the Apprentices, and what kind of music they liked.

Arriving at the British Merchant Navy Club, where they were welcomed by the hostess, Mrs. J. B. Wilson, the Duke and Duchess expressed great interest in the spacious reading and game rooms, visited the officers' room, the library and writing room, and shook hands with scores of seamen. Then they settled down before the fire place for longer talks with a group of merchant seamen, Royal Air Force, Army or Navy gunners serving on merchant ships. It turned out that one of the sailors who posed with the Duke for the photographers had been his bodyguard during the last war.

Later the Duke spoke to a group of Lascar seamen one of whom said: "I remember meeting you when I was a little boy in Calcutta". The Duke replied that he wished he could remember the Indian language (which he knew twenty years ago) so that he could converse at length with the Lascars.

When the famous pair paused to watch a dart game a British sailor suggested: "Try a shot, Duchess." The Duchess' first attempt struck into the "ten" circle, about a half inch from the bullseye, and the Duke remarked "You'd better rest on that,

dear, don't tempt your luck." But the Duchess, urged on by the sailors, tossed two more, and as they fell wide of the mark, the Duke warned the photographers: "Gentlemen, you're in a position of great danger." His Royal Highness, taking his own turn with the darts, placed all three on the board, but none equalled the Duchess' "ten".

Both the Duke and Duchess signed their autographs for a number of the merchant seamen and chatted genially with several hundred during their hour's visit.

Although the number of celebrities visiting the Institute since the war began, including Her Royal Highness Crown Princess Juliana of Holland and Viscount Lord Halifax, would seem to make the seamen calloused, they were as excited and enthusiastic as ever in their reception of the Duke and Duchess of Windsor. The pleasant aspect of the visit was made possible by the atmosphere of informality and friendliness which characterizes the British Merchant Navy Club. Merchant seamen are laboring strenuously to hold the forces of civilization together and they have a most sincere respect for those in places of leadership.

Remember the Seafarer through the Holiday Fund

"Come, ye thankful people, come,
Raise the song of harvest—home . . ."

WHEN you celebrate Thanksgiving Day this year, you will give thanks that you live in America where the land, sea and air are still free. We hope you will also pay tribute to the merchant seamen who help to keep the sea lanes open, despite raider, submarine and bomber plane.

On New York's waterfront hundreds of seamen will observe Thanksgiving by giving thanks for safe arrival and journey's end. Here at the Seamen's Church Institute of New York merchant seamen who have recently survived the dangers of the sea and of the war will spend "shore leave". Some will be in hospitals or convalescing from injuries received when their ships were torpedoed.

But soon they will return to the sea to continue the grim "Battle of the Atlantic", facing the hazards with the same stubborn courage as did the gallant crew of the "Mayflower" so many years ago.

When you observe this time-honored holiday at your own hearthside, perhaps surrounded by family and friends, won't you share your happiness with these mariners by remembering them in both a practical and an imaginative way? We should prepare for about 1,200 to sit down to a turkey dinner, followed by entertainment and music.

A contribution to the Institute's Holiday Fund will make the holiday a happier one for these "every-day heroes" of this war—the humble seamen who appreciate kindness and friendliness such as they find at "25 South Street". We should like to welcome these men—in your name—on Thanksgiving and Christmas. May we hope for a prompt and generous response? Please mail contributions to HOLIDAY FUND, 25 South Street, New York City, and make checks payable to SEAMEN'S CHURCH INSTITUTE OF NEW YORK.

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Thirteen American Ships Attacked

U.S.S. KEARNY, submarine target southwest of Iceland, October 17, 1941 (11 men killed; 10 injured)	STEEL SEAFARER, sunk in Gulf of Suez, September 5, 1941
CITY OF RAYVILLE, struck mine and sank in Australian waters, 1940	U.S.S. GREER, attacked September 4, 1941
CHARLES PRATT, tanker, sunk December 21, 1940	S.S. PINK STAR, sunk September 19, 1941
S.S. ROBIN MOOR, torpedoed May 21, 1941	T.C. WHITE, tanker, sunk September 27, 1941
S.S. SESSA, sunk August 17, 1941	LEHIGH, freighter, sunk October 20, 1941
S.S. MONTANA, sunk September 11, 1941	BOLD VENTURE, freighter, sunk October 20, 1941
	REUBEN JAMES, destroyer, sunk October 31, 1941

Hymn Sung at the Sailor's Day Service, October 26, 1941 Chapel of Our Saviour:

Lord, the wind and sea obey thee, Moon and stars their homage pay thee; Listen to us, as we pray thee, Who on thee for all depend.	Bless all seamen, Bless all strangers, Safely keep the ocean rangers, Guide them in the midst of dangers: All to thee we now commend.
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Curtain for Castle Garden*

"IT'S moving day for the sea-lions and crocodiles and penguins in the Aquarium down in Battery Park." Tell that to any one of the seven million New Yorkers whom you may happen to meet . . . and, likely as not, he will hurry on without stopping to listen . . . Try putting it another way, saying, "Famous old Castle Garden is about to be pulled down." Then, for at least a moment, you will capture the interest of millions, from the Atlantic to the Pacific, who realize that you are speaking about what has long been called the "best-known building in America".

Music-lovers think of the old Castle Garden of a hundred years ago as the first and true home of grand opera in America. Then came the three and a half decades when it was used as an immigrant depot, with millions passing through this "open gateway" to homes in the New York and to the duties and responsibilities of undivided allegiance as American citizens. And even as an Aquarium in recent years

the site has lost none of its popularity.

Down in Battery Park now there is a stir suggesting new construction. Just as you come in sight of the harbor, you pass a tall statue and recognize the familiar countenance of John Ericsson. In his hand he holds a miniature *Monitor*, the pioneer that revolutionized the navies of the world. Within the Aquarium, nearer the shoreline, the New York Zoological Society has posted this sign: "Owing to the construction of the Brooklyn-Battery tunnel and the reconstruction of Battery Park, the city, which owns this structure, is closing it on October 1, 1941. Preparatory to this, the removal of the exhibits is now in progress."** The collection has included eight thousand specimens, which are being distributed to the aquariums of Boston, Philadelphia, Washington, and Baltimore, and to the Bronx Zoo.

Nothing is left to suggest the days when this site was an island some three hundred feet southwest of the lowest tip of Manhattan, with

its crescent-shaped coastline forming Battery Walk, when the Park was less than half its present size. Back in 1807 the United States Government planned a fort for this offshore reef. It was called Southwest Battery, then Fort Clinton and, after the War of 1812, Castle Clinton, to honor the Mayor of New York. It goes down in history as a fort that never fired a gun against an enemy.

Later it was ceded to the city for use as an amphitheatre, seating six thousand, and it was ready in time to welcome General Lafayette when he came in 1824 on his second voyage to America. Those were the days when Battery Walk was the fashionable promenade in the city. A bridge led from the mainland to Castle Garden.

Other outstanding public receptions were those to President Jackson, President Tyler, Louis Kossuth, the Prince of Wales (in 1860). In 1835 the Morse telegraphic code was publicly demonstrated here. Malibran, for one, helped to make Castle opera nights famous.

And yet for popular appeal there was probably nothing more romantic than the concert when the Swedish singer, Jenny Lind, made her first appearance in America. This was on September 11, 1850. The great amphitheatre was packed, and from the water side many who could not get tickets all but laid siege to the city. With her marvelous voice, she

took the house by storm. Enthusiasm ran high when her manager, P. T. Barnum, announced that her half of the proceeds for this the first of her two concerts in this city would be given for charitable purposes.

Through the years New York kept moving northward, and soon Castle Garden was no longer the pivot of musical and social life. It was converted into an immigrant depot, and a thousand feet of fencing were put up on every side of the building except the one facing the water. The first immigrants to land at this historic site came on August 3, 1855; the last landed on April 18, 1890. Shortly thereafter it was turned over to the Department of Parks, and it opened as an Aquarium in 1896.

In the thirty-five years, nearly eight million passed through the famous Castle Garden, as one of the first processes of becoming American citizens. Of these, it is estimated that about 500,000 were Swedes. Many were poor. But they came with a light of hope and faith in their eyes. The old "Castle" echoed now with the tramp of feet and a Babel of foreign tongues. Yet under its dome may still have clustered lilting memories of the strains of "The Welcome to America" (the words were by Bayard Taylor) which Jenny Lind sang at her concert.

Reunion in Manhattan

A REUNION of two brothers, which proved to be stranger than fiction, was facilitated through the Welfare Department of the Seamen's Church Institute of New York. Seamen Halbert Chamberlain Cass came in one day to inquire as to the whereabouts of Robert Chamberlain, his brother. The Institute's records showed that Robert had opened a credit-loan account last November. He had come to New York with high hopes of getting a job aboard ship and after waiting around for two weeks desired to

return to Syracuse where he had been living with his uncle. A bus ticket was provided and shortly thereafter he repaid his loan by mail. Last month Robert returned to New York and requested credit and after a short time succeeded in signing on a yacht. Halbert Cass had driven in from California and had secured seamen's papers himself for the first time. He was very anxious for a description of his brother and this the welfare worker thought, was for the purpose of making sure that she had the correct person in mind. It



Reprinted from The Art Supplement to Appleton's Journal
Castle Garden 1869

* Reprinted from The American Swedish Monthly.

** The statue of John Wolfe Ambrose for whom Ambrose Channel was named will be removed to a deservedly prominent place in the re-designed Battery Park.

was further learned that he had never seen his brother and the strange part of the story is that they looked enough alike to be twins although Halbert Cass is really six years older than Robert.

It seems that their parents were killed in an accident when Robert was a year old. Robert was sent to the home of his uncle in Syracuse. Halbert was adopted by a West Coast family. The necessary information was passed on to the Missing Seamen's Bureau and Halbert went down to the Hotel Desk to reserve a room.

In the meantime, one of the clerks in the Post Office heard the story and knew Robert. Less than an hour

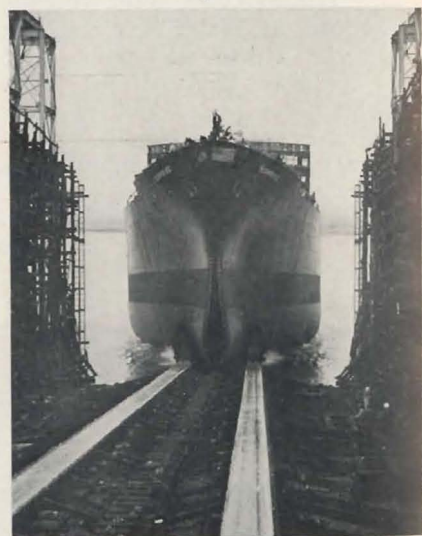
later she sent Robert to the Welfare Department. He had just been paid off the yacht and came over to the Institute to pay up his credit account and inquire for mail. His brother was paged and within a short time came up to the Welfare Desk. There were a few awkward moments when the brothers shook hands and fumbled for words but Mrs. Janet Roper, head of the Missing Seamen's Bureau, who appeared on the scene with her usual enthusiasm soon had their conversation running fast and freely. They left together—to put in applications with a shipping line and hoping that they can ship out together on the same tanker bound for Iceland.

Sunrise Launching

THE sunrise launching of the United States Lines' motor vessel "Surprise" at Chester, Pa. on September 27 opened the nation-wide celebration of "Liberty Fleet Day". The "Surprise" was the first of 14 American ships to go down the ways in the greatest mass launching of merchant vessels since the first World War.

The "Surprise", christened by Mrs. Walter F. George, wife of the Senator, with the name of a notable American clipper ship of the 1850's, is of the C-2 design developed by the U. S. Maritime Commission, and is the second of a group of five sister ships to be completed this year at Chester for the United States Lines. Built at a cost of \$2,277,000, she is 474 feet long, 8,800 gross tons and has a normal speed of 16 knots. Five cargo holds afford 516,000 feet of cargo space and attractive accommodations have been provided for 12 passengers, in spacious cabins with private baths, decorated in the modern style.

The "Surprise", when completed early in December, will be placed in the United States Lines' Transpacific service under the house flag of its American Pioneer Line, which



Courtesy, United States Lines

Opens "Liberty Fleet Day" celebration

is already operating 17 vessels to the Far East and Australia carrying essential materials for the national defense program.

Three sister ships, to be named Staghound, Sea Serpent, and Shooting Star, after other famous clippers, are under way at the same shipyard and will be delivered to the United States Lines during the next few months.

MAIDEN VOYAGE
C-2 Freighter
M. V. "LIGHTNING"
United States Lines
DECEMBER 1941



Courtesy, New Haven Railroad
From the painting by John P. Benson
CLIPPER SHIP "LIGHTNING"
1853

The SEAMEN'S CHURCH INSTITUTE OF NEW YORK is philatelic agent for "First Day Covers" for these five new ships. Please send 15 cents in coin or money order for each cover to the Seamen's Church Institute of New York, Cover Agency, 25 South Street, New York,

MAIDEN VOYAGE
C-2 Freighter
M. V. "SURPRISE"
United States Lines
JANUARY 1942



From the painting by Charles Robert Patterson
CLIPPER SHIP "SURPRISE"
1851

N. Y. Do not send domestic postage or return envelopes. Each cover will bear a reproduction of a painting of the original clipper ship for which the new ship is named. The painting of the "Shooting Star" is by Wynyard Higginson and the "Staghound" by Alexander Breede.

Sailors' Day

SAILORS' Day, which is observed annually on the fourth Sunday in October, was celebrated at the Seamen's Church Institute of New York, 25 South Street, on October 26th at 7:45 P.M. in the Chapel of Our Saviour. The Rev. Louis W. Pitt, D.D., rector of Grace Church, New York, preached and the Rev. Harold H. Kelley, D.D., Director, and all of the Chaplains of the Institute, participated in the service.

Seamen and officers from shipping lines and unions, students from the U. S. Maritime Commission training station at Hoffman Island, the New York State Merchant Marine Academy at Fort Schuyler, and the Merchant Marine School of the Seamen's Church Institute of New York, members of the U. S. Navy and Coast Guard and others in the maritime world attended the service.

Sailors' Day was set apart in 1919 by the General Convention of the Episcopal Church in special honor of the American Merchant Marine in order that church people might "remember the value of the living seamen and memorialize those who have died". For many years the Seamen's Church Institute of New York has sponsored a Sailors' Day service on the Sunday nearest to October 27th, Navy Day.

Music at the Sailors' Day service, with the Institute's mixed quartet, was under the direction of Miss Anne W. Conrow, the Institute's organist. Prayers were read in memory of merchant seamen and officers lost at sea during the past year and particular tribute was paid to Captain E. S. F. Fegen of the "Jervis Bay"; Captain John Reed of the "Western Prince" and Captain E.

Litchfield Jones of the "Siamese Prince", all of whom went down with their ships when Nazi submarines torpedoed them. Prayers were offered for the safety of merchant seamen who are carrying on the "Battle of the Atlantic".

Dr. Pitt said in his sermon:

"Today, as perhaps never before, brute force is arrayed against the spirit. Men are terribly bewildered and confused in this tragic hour, but as ever there is a splendid and noble truth in our religion. Can we not continue to fight our battle of life with unflinching courage because we know that we are laboring in harmony with the eternal purpose of God? God has put man upon the earth that he may help to prove that the spirit will ultimately win; that he may help to prove that if the world is to be made safe and kept safe, made just and kept just, it will be brought about ultimately by the spiritual power of brotherhood and cooperation and a firm and growing justice."

In the S.C.I. Mailbag

British Motor-Vessel
Sydney, Australia

James Connell Esq.,
Supervisor,

Ship Visiting Div., Welfare Dept.,
Seamen's Church Institute of N. Y.

Dear Sir,

On behalf of the ship's company I would like to thank you immensely for the wealth of reading matter you so kindly brought down to the ship while we were in New York, and also for the Puzzles which have passed many an off-duty hour for some of us. . . .

We would like to tell you how pleased we were to find how well the books had been chosen, there were subjects to suit all tastes. We specially were delighted to find so many books in the non-fiction class for most of us enjoy reading autobiographies, travel-books, and books on histories, views and aims of the nations of the world.

Several of the books were signed on the fly-leaf by the author and we would like you to pass on our thanks for the kindly thoughts expressed by them.

The name of the ship is not at the head of this letter, but if you would like to know the name for record purposes,

Mrs. Baxter of the Apprentice Room will be able to tell you.

Again our warmest thanks to you and also to the people who sent the books to you for distribution.

Yours faithfully,
(Signed) G. D. B. BENNETT
2nd. Officer

The Merchant Navy *

By a British Seaman, name unknown
Have you stood on a bridge at midnight?
Not the bridge of a rippling stream
But the bridge of an old tramp steamer
Deck laden and broad of beam.
Have you stood in a dim lit wheelhouse
With your eye on the lubber mark?
She's crawling away crab fashion;
You're swearing she steers like an ark.
Or looked for a lonely lighthouse
With its cheery, welcoming rays
That says you've made a lucky shot
(Though you've had no shot for days.)
Have you peered out into the darkness
With rain blinding, spray and sore eyes?
And cursed at the fates that brought you
To a race with so poor a prize?
Have you stood in a greasy galley
Stove top covered with sliding pans?
And cursed that the seven bell dinner
Will be with the also rans?
Or slaved away in the stokehold
Deep neath the waterline sweating,
Pestered for steam by an engineer?
You may drop—but the ship must go.
List! All you landmen who sit at home
By your fireside at night—
Or stroll along to your favorite pub
And come home, we won't say tight
Do you curse when your windows rattle
And growl when you can't sleep?
Then think of the life that these men lead
Out on the raging deep—
Maybe you think it's all plain sailing
Over beautiful summer seas,
That they loll on deck in the deckchairs
Fanned by a gentle breeze. No!
They sweat to the bone in the tropics
And freeze to the core at the poles,
And wrestle with God's mighty wonders
That seem hungry for human souls.
Have you thought of the wife back home
An empty chair by her side
Her heart one ache of lonesomeness?
And think of the children growing up,
Not knowing a father's care—
He is but a name in their youthful
minds,
A stranger his visits so rare.
These are the men that bring you
From the far-flung ports of the world
Food stuffs and things that keep you
free
From the grip of the demon earth.
They are the men ordained by God
That the words of a prayer may come
true:
"Give us this day our daily bread."
Thank Him—but give them their due.
*Reprinted from the Hoffman Island Log



Marie Higginson Photo

SAILORS ENJOY SWEETS ON "SWEETEST DAY"

Seamen in the American Merchant Marine at the Seamen's Church Institute of New York, 25 South Street, New York City. On "Sweetest Day" they were visited by Mrs. Janet Roper, house mother, and Dr. Kelley, director of the Institute, who gave them candy, presented by the Association of Manufacturers of Confectionery and Chocolate.

Left to right: William C. Kimberly, Secretary of the Association, A. Milt Mullens of Lamont-Corliss & Co., Mrs. Janet Roper, the Rev. Harold H. Kelley, D.D. and a group of ships' officers.

Book Reviews

"WHAT THE CITIZEN SHOULD KNOW ABOUT THE MERCHANT MARINE"

By Carl D. Lane

W. W. Norton and Company, \$2.00

A very able description of the American Merchant Marine. It gives the reader a picture of the merchant ships of the past but deals primarily with the present giant program.

Mr. Lane must have done a great deal of research as he presents a very true and up-to-date work. In an era when our merchant marine is playing such an important part in our history, this book is timely. The book imparts a great deal of information and it is written in such a way that the reader enjoys it throughout. It should be valuable not only to the general public who need to learn about the merchant marine but to many men in the industry as it covers the whole field.

A.O.M.

PILOTING, SEAMANSHIP AND SMALL BOAT HANDLING.

By Charles F. Chapman, M. E.

Motor Boating Publishing Co.

This textbook is used by students of the U. S. Power Squadron courses and has proved of invaluable aid to this reviewer as a reference book on matters of

seamanship and piloting. It is exceptionally well illustrated, many pages in colors such as the characteristics of lighthouses, types of navigation lights and what they mean, etc. The chapter on anchors is informative and the chapter on flag etiquette most interesting. A new chapter on clothing for yachtsmen has been added to this 1942 edition and a fascinating new chapter on nautical terms. This book is recommended unqualifiedly for all marine libraries and for yachtsmen. M.D.C.

"THE CRUISING MANUAL"

By Gerry Mefferd

New York: Whittlesey House. \$3.00

Several years ago Gerry Mefferd and a companion built a 45-foot ketch and sailed her 38,000 miles around the world in spite of the name he gave her "Hurricane."* Mefferd told of his experiences to an audience of merchant seamen in the Institute's Auditorium and earned sincere applause for his expert seamanship. In this Manual, he has written a compact and informative guide on all phases of navigation, small boat handling, marine engines, keeping food and preparing meals at sea, anchoring, mooring and docking. Here is a useful and practical manual for small boat owners. M.D.C.

* See FEBRUARY, 1939 LOOKOUT

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