

The
LOOKOUT

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MARINE SIGNALLING SYSTEMS—*See Page 9*

SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

VOL. XXXII NO. 6

JUNE, 1941

Sanctuary

"O Eternal God, who alone spreadest out the heavens and rulest the raging of the seas, guide and protect those who are called to tasks of peril on land, sea, or in the air. Help them to do their duty with fearless determination, confident that in life or death Thou art their refuge and that underneath them are the Everlasting Arms; through Jesus Christ our Lord. Amen."

From "The Message", St. Bartholomew's Church, New York City.

THIS MONTH'S COVER shows an officer of the Standard Oil Company of New Jersey using a "blinker", a shuttered searchlight, to signal in the Morse Code. These powerful lamps may also be used in daylight.

Photo by Palmer Pictures.

Courtesy, McCann Erickson, Inc. and Standard Oil Company of New Jersey

The LOOKOUT

VOL. XXXII, JUNE, 1941

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by the

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CLARENCE G. MICHALIS
President

THOMAS ROBERTS
Secretary and Treasurer

REV. HAROLD H. KELLEY, D.D.
Director

MARJORIE DENT CANDEE, Editor
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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

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Buy Ships-in-Bottles



Left to right:
Captain Granville
Conway, Seaman
Lewis Bronco
and Sir Connop
Guthrie, Bart.

SHIPS—
The LIFELINE
of
BRITAIN

CAPTAIN Granville Conway, Manager North Atlantic District, U. S. Maritime Commission, participated in a unique ceremony held on April 28th at the British Merchant Navy Club on the second floor of the Seamen's Church Institute of New York, 25 South Street. In behalf of a group of American seamen who expressed a desire to help Great Britain and particularly her merchant seamen, Captain Conway presented a ship-model encased in a bottle to Sir Connop Guthrie, Bart., who recently arrived from London to work here especially for the welfare of British seamen. Captain Conway said: "Recently it was my pleasure to participate in the transfer of four new freight vessels from the Maritime Commission to

Great Britain. Now, you know a ship is a seaman's home, and I thought that the American seamen who left these ships might be grumbling about being thrown out of their homes. But, on the contrary, the American seamen showed a wonderful spirit. They said: 'We regard it a privilege to be able to help our British friends, and we are proud to give up our homes to them.' What is more, they gave many personal effects to the British crews, such as radios, books, souvenirs, etc. The British seamen, in turn, were deeply appreciative of what their American shipmates had done and promised to take good care of the new ships and to keep them safe and shipshape. It is a spirit like that which strengthens the bonds of

friendship between the American and British people."

These ship-models have been placed on sale for the joint benefit of Bundles for Britain and the Seamen's Church Institute of New York.

The miniature ships in bottles (size 3½ inches) are being made at cost by American mariners under the leadership of Seaman L. Edward Barthman who conceived the idea as a practical way in which American seafarers can materially aid Britain's merchant seamen who so faithfully carry on the battle of the Atlantic. Lettered on the two tiny sails of the ship-models will be the slogan: "Ships—The Life-Line of Britain".

The models retail for fifty cents, and all orders, enclosing fifty cents in COIN, should be sent to the Seamen's Church Institute of New York, 25 South Street, New York City. The models will be carefully packed in cardboard and mailed to the purchasers within a week from the time the order and money are received.

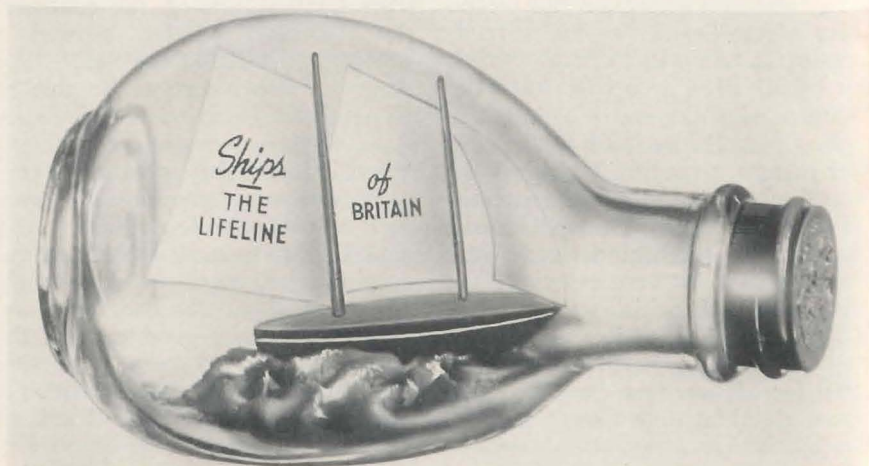
The Story Behind the Ship-in-a-Bottle

Putting a ship inside of a bottle is a difficult and tedious job. Some seafaring men are adept in this unusual craft. Readers who save old copies of THE LOOKOUT are referred to the January 1934 issue wherein is revealed the secret of how a ship is pushed through the neck of the bottle. Seaman Edward Barthman began to build these nau-

tical novelties when he started to go to sea at the age of thirteen. When he conceived the idea of making the ships-in-bottles in large quantities, to be sold for the benefit of torpedoed and shipwrecked crews, he spent several months of preparation. Ingenious tools and methods were designed and worked out by Barthman and a group of seamen. Since the ship-in-bottle is entirely assembled by hand, a time study of every hand movement was made. All of this was done by seamen who had not had any experience in mass production, but they stuck to it. Barthman was nicknamed "Captain Brainstorm" by his shipmates because he was always getting new ideas. He studied mechanical engineering in his spare time at sea and has also made a number of inventions.

While industrialists and experienced engineers are wracking their brains to get through a few bottle-necks, these seamen will be getting through thousands with ease. Most of them are either too old for active service or have temporary disabilities, but they are doing their part to help their British seafaring friends.

As you will note from the picture on this page, the two-masted schooner lies on a greenish-blue sea with white foam splashing above the water. The hull has three colors and the corks to the bottles are painted in red or blue.



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Acme Photo
Sir Connop Guthrie, Seaman Edward Barthman and Captain Granville Conway and a group of British and American seamen inaugurate the sale of ships-in-bottles.

Sea Power and Man Power

The shortage of maritime personnel focuses attention on the tremendous importance of the men who go to sea. Too often do those of us not in the maritime industry think of ships as steel hulls, propelled automatically by machinery which never gets out of order and which automatically loads the cargo, warps the vessel out of the slip, navigates it across the ocean, makes a perfect landfall, and then automatically noses in to a slip in the foreign port before automatically discharging cargo. If the maritime industry could operate in this fashion it would be fine to concentrate all our thoughts on improvement of machinery and equipment. But it does not. Without proper and well-trained officers and men a ship is worse than useless. It is a danger to property and a hazard to navigation.

Great ships are not only huge machine shops, they are self-governing towns. The officers, engineers, and seamen of today must know what goes to make up the ship they are handling. The more the shoreside man, the man in the steamship offices, the operating man, is familiar with the problems of his brothers afloat, the better will both be able to pull together and bring success to themselves, their ships and their companies.

In the old days, a good sea captain or officer needed a strong and far-reaching voice. Today a wave of the hand, the movement of a lever, or a quiet order serves the same purpose on board ship and serves it better. A quiet ship is generally a well-disciplined ship.

Excerpt from address by Captain Edward Macauley, U.S.N. (Retired) member U. S. Maritime Commission, before The California Society, at Washington Hotel, Sunday, May 4th, 1941.

HONOR ATHENIA RESCUERS

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News of Figureheads

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Reprinted from the "*Boston Traveler*" March 25, 1941.

Maritime Day Message

The text of President Roosevelt's letter to Rear Admiral Emory S. Land, Chairman U. S. Maritime Commission follows.

"I am glad of an opportunity to send a Maritime Day message to the American people. Today, as never before in our history, our merchant marine is vital to our national welfare. I do not mean vital merely in the conventional sense that it makes an important contribution, but in the stronger sense that it is a crucially decisive factor in our continued existence as a free people.

"If we are going to keep away from our shores the forces that have convulsed the Old World and now menace the New, the job will be done in large measure by the ships and the sailors of the merchant marine and by the working men who build the ships and supply them. If they fail, the whole effort fails. And earnest, hardworking Americans, who spend the best part of their lives providing for the security and happiness of those they love, know that precious security and happiness depend exactly on the success of that effort.

"I know the effort will not fail; that more and faster ships will be built, manned by trained American seamen, and that they will carry through the open waters of the seven seas implements that will help destroy the menace to free peoples everywhere."

Reprinted from the *New York Herald-Tribune*, May 22, 1941

* Formerly director of the Welfare Department at the Institute.

Lost at Sea

By Frank Reil *

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Revive Figureheads

Fred Olsen Line has revived the figurehead, this nearly extinct adornment on vessel bows, according to *Journal of Commerce* reports from the Coast state. The Norwegian motorship *Bomma*, operating in the line's new service between New Orleans and Mexico, carries a bronze figurehead of a ram, representing the sign of the zodiac marking the vernal equinox.

* Reprinted from "*A Line On Liners*", *The Brooklyn Eagle*, April 8, 1941 by special permission.

Tribute to Bishop Manning



Bishop William T. Manning

At the April meeting of the Board of Managers, the following resolution was adopted and has been included in the bound volume of letters and resolutions presented to Bishop Manning at a special service at the Cathedral of St. John the Divine, on May 13th, at the Convention of the Diocese of New York.

THE following resolution, introduced by Col. J. Mayhew Wainwright and seconded by Mr. Gordon Knox Bell, was unanimously adopted by a rising vote:

WHEREAS, during the coming month there will occur the following anniversaries in the life of the well beloved Bishop of New York, the Right Reverend William T. Manning, D.D., LL.D., D.C.L., namely the twentieth of his consecration as Bishop, the fiftieth of his ordination to the priesthood of the Protestant Episcopal Church, and seventy-fifth of his birth; and further

WHEREAS, while Rector of Trinity Church in the City of New York he was elected and served from 1908 to 1920 as one of the Clerical Vice-Presidents of the Seamen's Church Institute of New

York, second oldest of the Diocesan institutions, and upon his elevation to the episcopate became under the constitution of the Institute, and now is, its Honorary President, and during his many years of association with the Institute, has displayed at all times a deep interest in its welfare and an undeviating and active support of its service to seamen of every class; and

WHEREAS, above all we recognize and take just pride in his great and manifold service to the Church, contributing, as he has, to its strength and development in this Diocese, and particularly in the lofty and militantly Christian manner of his conduct of his sacred office, proclaiming, as he has, consistently and courageously, high and uncompromising standards of civic, religious and personal morality and duty, not only for his own flock, but for the people as a whole.

NOW, THEREFORE, be it Resolved, that the Board of Managers of the Seamen's Church Institute of New York, hereby respectfully tender to Bishop Manning their sincere congratulations on his many fruitful years of service to God, the Church and his fellowmen, expressing their reverence and affection, including the devout hope and wish that his life may be spared for many future years in peace, health and happiness.

(signed)

President, CLARENCE G. MICHALIS
Secretary, THOMAS ROBERTS
Director, HAROLD H. KELLEY

Wanted: Boys' Clothing

Many of the British seamen who come to the Institute are very young and small in stature and the men's clothing on hand is too large. Will LOOKOUT readers who have boys' suits in good condition, sizes 16 and 18, or in size 34 or 36 men's suits, kindly send them to the BRITISH MERCHANT NAVY CLUB, 25 South Street, New York, N. Y. They will be most appreciated by seamen who are "welterweights."

Through Submarine Attack*

EDITOR'S NOTE: Some of the crew of the Dutch freighter "Leerdam" who came to the Home for Netherlands Seamen on the third floor of the Institute said they considered themselves "lucky" to have escaped the torpedoes.

*Reprinted from the New York Sun, March 19, 1941.



Capt. Ary Kooy, skipper of the Holland-America freighter "Leerdam" and Cornelius Goote, a sailor

A graphic account of two submarine raids on a west-bound convoy, each believed made by a team of three submarines, was given by Capt. Ary Kooy of the Holland-America freighter Leerdam who is convinced that it was only two lucky breaks that saved his ship from being sent to the bottom.

The raiders the first time got the ship just ahead of him, which had slowed down apparently to rake her fires. On the second occasion, twenty-four hours later, Capt. Kooy, on receiving the submarine warning, signaled for full speed ahead. Shortly afterward they got the ship right behind him but a fog closed down suddenly before the U-boats spotted him.

The stocky, pink-faced captain was making his first trans-Atlantic trip—he is regularly assigned to the Holland-America freighter Sommelsdyk, plying between England and India—but indicated clearly that the narrow escapes had not shaken his nerve. On his cabin wall were two pictures, one of Abraham Lincoln and the other of Queen Wilhelmina. The Lincoln picture, he said, stands for liberty and independence and, turning to the picture of the Queen he observed: "That stands for liberty and independence, too. And we're going to get it back in our country yet. Just wait."

Capt. Kooy's Story—

The first submarine raid on the convoy took place three days out of Glasgow which they left on March 3. Telling the story, he said; "The first time we were lucky. I was on the bridge at 4:25 A.M. when I noticed that the ship right ahead of us, the Delillien, which was the leader of our column, slowed down. God knows why. Maybe her fires were being raked.

"My ship was getting closer and closer to it. I thought I must do something so I decided to overtake her, starboard to port. I was abeam of her at 4:40 when she got a torpedo. She was in the place we would have been if she had not slowed down. Also, if I had decided to pass on the other side, we would have gotten the torpedo.

"She took it amidships. It was just like hell. We were only fifty yards away from the Delillien but we could not stop because I had strict orders to keep going no matter what happened.

"While all this was going on, I heard another explosion. I turned around on the bridge and looked at the ship just behind us. It was the 15,000-ton Norwegian whaler, Tergevik. Two more ships a little later, one abeam and one astern in the column next to ours were hit. Four in all. Two of the destroyers dropped behind to pick up the survivors, leaving us only two for protection."

The Second Attack.

Turning to the second attack, Capt. Kooy said: "It was exactly 12:15 A.M. the next night. This time I put my ship full speed ahead. They got the ship right back of us. Suddenly the fog closed in. If it wasn't for the fog, our ship would have got it that time for sure. An hour later, the commodore of the convoy signaled for the convoy to disperse.

"That fog was lucky for us. I heard there were three submarines in each of the attacks. I don't know, though. I hope the destroyers sent them all to the bottom. Well, there's no use bragging about it. Next time we might lose our charm."

A Year-old Passenger.

The Leerdam carried nineteen pas-

sengers, one of them Gillian Corley-Smith, only a year old. She, some crew members thought, might have been their lucky mascot. She is the daughter of Mr. and Mrs. Gerard T. Corley-Smith and a granddaughter of Godfrey Haggard, British Consul-General in the United States. She is going to St. Louis, where her father is to be British vice-consul. She and her mother both had birthdays during the crossing—her third trip in a convoy since her birth in Milan—and the ship's chef baked a cake for each of them.

Mrs. Harry Traub, wife of a former

Prague stock broker, was among the passengers who agreed that while a night raid on a convoy was not pleasant, it was not as bad as London in an air raid.

"On both nights," she said, "a sailor stood in the corridor and shouted, 'All out.' We stood there with lifebelts on. It was terrible. You couldn't see a thing and you heard explosions. But those who have lived in London many months are not susceptible to noises. In the morning we saw an empty space in the convoy where there had been a ship."

Signalling Systems

*"Ships that pass in the night,
and speak to each other in passing,
Only a signal shown,
and a distant voice in the darkness."*

— LONGFELLOW

TODAY, ships show no signals and no lights, for the passing ship may belong to the enemy bringing death and destruction. In peacetime, signalling is not often used by masters and officers of the merchant marine partly because they can generally rely on the radio and partly because, when they have to refer to the signal book and the International Code, they had plenty of time at their disposal.

In war, however, it is a different matter, for radio is practically closed down for normal purposes, and so signalling systems in disuse have again become important, for such signals have to be made and answered accurately and in rapid succession. The immediate result is that courses in signalling are now being given at the Institute's Merchant Marine School, at the U. S. Coast Guard and at various other places. All men taking examinations for licenses for deck officers of American vessels are now required to pass a test in signalling, after which a certificate is issued.

Signalling has an interesting history. In 400 B.C. an Athenian admiral hoisted his purple cloak—so the legend goes—when he wanted

the ships of his fleet to turn together. For years signalling was neglected in the British Navy and it was not until the middle of the 16th century that a handbook of signals was devised. The first known nautical signal flag was a "flag of council" in 1350 A.D. which was used to summon fleet captains for a meeting aboard the flagship. With the coming of the square-rig signalling was done by manipulating sails, but manual flag-waving later proved speedier and less confusing.

The two-arm semaphore method is often used today, and expert signalmen can "converse" faster than 20 words a minute. Night signalling successively passed through the bonfire, beacon, Roman candle, rocket and flash light stages. In foggy weather, sound-signalling was used for centuries, first by firing guns and later by foghorns and sirens.

Recently, an all-time high in percentage of successful tests passed has been reached by 2,300 American merchant seamen, Naval cadets and Coast Guardsmen who have been studying visual signalling. The percentage shown in records kept by Naval and Coast Guard agencies since January, 1941, is 92.7. The men were awarded proficiency or expert certificates. To obtain such certificates there are two types of qualifications:

FOR EXPERTS

(1) *International Code*—above average in all phases of signalling by International Code. (2) *Blinkers*—can receive and transmit at least 12 words a minute. (3) *Semaphore*—can receive and transmit at least 20 words per minute.

FOR PROFICIENCY RATING

(1) *International Code*—to know all the flags, pennants and repeaters, and to have a general working knowledge of the code book. (2) *Blinkers*—to be able to transmit and receive eight words per minute. (3) *Semaphore*—to be able to transmit and receive eight words per minute.

History records that pirates had their own signalling codes. Early in the 18th century Woodes Rogers established a code for his privateering fleet. The signal for the general chase was to clew up his main topgallant sheets with the yards aloft; to call off the chase was to haul down the topsails, keeping out the main topgallant staysail. The East India Company established its own signal code, manipulation of sails,

and a secret code with ships of the Royal Navy.

In 1805 the British Admiralty required merchant ships to carry a set of signal flags, the fear of invasion causing them to be supplied. In 1812, Lloyd's agent at Liverpool devised a simple code for communications between merchant ships and Admiralty coast stations. Brackenbury's code remained in use until it was greatly improved upon by Captain Marryat, the novelist. No less than 19 editions were published. Other countries adopted their own codes, but during the Crimean War when Watson's code, and Reynold-Chauvancy (of the French Navy) codes were used, the confusion became too great. Finally, in 1855 the British and French Governments set to work and devised an International Code which, with some changes, was used until 1887 when it was thoroughly revised. The complete revision, made in 1900, makes it possible to send "any message fit to print."

(For further details regarding the history of marine signalling see January 1937 LOOKOUT.)



Photo by A. Eriss

A student at the Institute's Marine School practices signalling in Semaphore.

Dr. Kelley Honored



The Rev. Harold H. Kelley, D.D.

THE Rev. Harold H. Kelley, Director of the Seamen's Church Institute of New York, on May 13th returned from a quick trip to Berkeley, California, where the Church Divinity School of the Pacific, of which he is an alumnus, conferred on him the honorary degree of Doctor of Divinity. The citation by the Rt. Rev. Robert B. Gooden, D.D., President of the Board of Trustees of the School, emphasized the candidate's services as "parish priest, educator and leader in seamen's work."

For the Alumni reunion, the candidate had been requested to read a paper and he selected "The Eternal Personnel of the Sea". In this he described the religious and social welfare work being done on both coasts of the United States, pointing out that seamen from Drake's vessels, on the Pacific Coast above San Francisco, comprised the congregation of the first Prayer Book service held in this country. He told of the founding of Seamen's Institutes in San Francisco and nearby by the British Missions to Seamen and illustrated the methods and possibilities of welfare work for seamen by an account of the Seamen's

Church Institute of New York. He stressed also thousands of years continuity of seamen's service on ships despite the multitude of obstacles, that they are as eternal as the sea itself and being homeless would always require the friendship and assistance of the Church and of citizens ashore.

On May 14th, he presented the annual report (LOOKOUT, April 1941) of the work of the Institute to the Convention of the Diocese of New York, held at the Synod House, near the Cathedral of St. John the Divine.

Referring to the free verse by the Editor of THE LOOKOUT, he expressed the opinion that this was the first Report of any institution in the history of the diocese to be presented in poetical form.

Since the Convention was honoring Bishop Manning for a triple Anniversary, his seventy-fifth birthday, fifty years in the ministry and twenty years as a Bishop, Dr. Kelley took the opportunity to remind him and the Convention that it was also his thirty-third year as a member of the Board of Managers and his twentieth as Honorary President of the Institute.

Barnegat

Hard by the sea, I know a little town
Sheltered from storm by scented pines embrace:
The shifting sand dunes, softly creeping down
To lave their feet where eager, swift tides race:
Here dwell men of the sea, now aged and gray
Their years of bitter toil and hardship o'er;
Content to rest beside the quiet bay
And watch the soaring sea gulls on the shore.
Breed of the sea, spawn of the mighty deep;
In storm and stress, their courage never failed;
Hand shadowed, sea keen eyes, a vigil keep;
Longing again to see, the ships they sailed
In their proud youth.—Alas they sail no more:
Their battered hulks are scattered far and wide.
Heroic tales from out their ancient lore
They tell of ships, and men that bravely died.
They live no more, these gallant ships and men.
God broke the mould, in which He fashioned them.

By Seaman ISRAEL STOUT

Gottings from the S.C.I. Log

BIRTHDAYS . . .

In the Netherlands Room on the third floor there was a celebration on April 30th of the thirty-second birthday of the exiled Princess Juliana. About one hundred and thirty Dutch seamen who sail their ships for England were enjoying the games, music and dancing at the party and at the height of festivities a telegram arrived from Juliana, who is now in Canada, thanking the seamen for the birthday flowers they had sent her and wishing them all safe voyages. Each sailor was given an orange boutonniere, symbol of the House of Orange. Mrs. Adrienne de Bruyn, hostess of the Dutch Room, whose own birthday was observed by the seamen who gave her a large basket of flowers, told us that she found a flower, the calendula, similar to marigolds, which was exactly the correct color. Eight Javanese seamen added to the picturesque scene and all ended the party by singing their favorite Dutch songs "I Love Holland" and "Dutch Windmill". The magician who donated his services as entertainer made a big hit but not all his magic could change the fact that the cheese served with crackers and pretzels was not Dutch, but American.

* * *

LOST AT SEA . . .

Madame Josee Defoy, hostess in the Belgian Room (opened April 15th by Minister of Defense Camille Gutt), serves tea each afternoon to Belgian crews. One afternoon the seamen were talking of the *Ville de Liege* which was torpedoed and were hoping that some of the crew might have been saved. One sailor, formerly in the *Ville de Liege's* crew, who remained in New York when

the freighter sailed because he was laid up with gripe in a marine hospital, was mourning the loss of his shipmates. "They were all my friends," he said simply. "What kept me safe ashore while they had to go?" he queried, and none of the sailors could answer him.

* * *

BOMBED . . .

In the new British Merchant Navy Club, on the second floor of the Institute (opened officially by Lord Halifax on March 26th) we learned that there is a need for current magazines and books as hundreds of British seamen and officers use the rooms with their comfortable chairs, sofas, writing desks, etc. While we were there afternoon tea was served and one of the hostesses, Miss Lila Stanley, told us that all kinds of clothing are needed, also, even women's and children's, which the seamen take home. We chatted with two cabin boys, hardly fifteen, and one of them said: "Our house in Liverpool was bombed. My sisters were saved, but these dresses and shoes will help out a lot, thank you. My mother used to be scared of a mouse, but you should see her now handling an incendiary bomb! Last time my ship was in Liverpool she laughed a lot and said 'They can bomb us out of our homes, but they cannot break the spirit of the English.'" Captain W. T. Barlow of the Furness Line is in charge of the club and he pointed out the warning posters urging all British seamen to avoid careless talk lest some information leak out which might be useful to the enemy. The seamen love to talk about New York, their sight-seeing tours here, and generally they avoid too many references to the war.



Dutch seamen present Mrs. Adrienne de Bruyn with flowers for her birthday, and pose with pipes and wooden shoes.

Book Reviews

BOATOWNER'S SHEET ANCHOR A Practical Guide to Fitting Out, Upkeep and Alteration of the Small Yacht.

By Carl D. Lane

W. W. Norton and Co., Inc., New York:
\$2.75, Illustrated by the Author. 311 pages.

Here is a practical handbook for owners of sailboats and motorboats who do most of their own alterations, repair work and even construction of boats. Many diagrams guide the novice. The author, a veteran yachtsman, writes in ship-shape language and gives helpful hints on how to inspect a boat, its maintenance, laying up, launching, painting, deck structures, interior accommodations and upholstery. This book will save a boatman actual fitting-out dollars.

M.D.C.

THE ANTARCTIC OCEAN

By Russell Owen

Maps by Stephen J. Voorhies

\$3.00 Whittlesey House 1941

This is the second in the "Oceans of the World Series" which Whittlesey House launched so auspiciously with Felix Riesenbergs THE PACIFIC. Russell Owen, who won the Pulitzer prize in Journalism by his covering of the first Byrd Antarctic Expedition, is well equipped to handle this subject. As he says in the first chapter "a mixture of fact and fantasy about the Antarctic persisted for hundreds of years". He has made an exhaustive study of all of the expeditions, quotes from log books, takes an unbiased point of view and succeeds in presenting all of the great personalities in their relationship to this challenging unknown. The maps and photographs add a great deal to the interest. The reviewer was delighted with the concluding chapter "What is it Worth?", in particular with the realistic attitude of the author towards the bickerings which have occurred in making claims upon "my chunk of ice and mountains and blizzard". If the real wealth of the Antarctic lies in what science can learn from it, surely it should be considered free and available to all.

M.D.C.

IN GREAT WATERS

By Jeremiah Digges

MacMillan, 1941. \$2.50

This is a saga of the Portuguese fishermen of our New England coast. Mr. Digges has started his story from the very beginning, even before Columbus' day, when some believe Portuguese fishermen were actually crossing the Atlantic on the important business of codfishing. If they weren't, it was not for lack of either courage or enterprise as *In Great Waters* shows. Some of the most stirring accounts are of the whalers. It was on the American whaleships that

during the 1840's and the decades following the great Portuguese immigration took place. Yankee skippers would sail their ships with skeleton crews to the Azores or Cape Verdes and pick up enough Portuguese youths to man their whalers for the two-year voyages to follow. It was probably the hardest—as well as the strangest—method of immigration to this country. Mr. Digges *In Great Waters* has made a colorful contribution to nautical Americana.

I.M.A.

SO SAILORS SAY

Written and illustrated by

Charles Michael Daugherty

Henry Holt and Company, New York:

\$2.00, 186 pages. (Juvenile)

A lively tale of adventure is told about a young boy who learns how to build a sailboat. His summer vacation on the Cape is an education in itself and when he says goodbye to his aunt and uncle at the end of the summer, he has acquired a fund of sea knowledge and a love for ships and the sea which will prove helpful to him in later life. Boys of eight to ten will enjoy this story.

M.D.C.

The Housemaids of the Sea

The little boats of the fishing fleet,

Emily, Susan, Jane,

Sail out with steadfast hearts to meet

Danger and death and pain.

Not theirs to battle the great Graf Spee,

But they must softly tread

As they keep the mine-strewn seelanes free

From Penzance to Malin Head.

They proved their valour long ago

When Drake was matched with Spain;

And now from Devon to Scapa Flow,

They prove it once again.

Then seek their safety on bended knees,

For they see their duty plain

And sweep the floors of the coast-wise seas,

Emily, Susan, Jane.

—By DAVID B. CUNNINGHAM
in CHAMBERS JOURNAL.



Courtesy, Howath & Howath

SERVICES RENDERED TO MERCHANT SEAMEN

JANUARY 1 - MAY 1, 1941



92,724	Lodgings (including relief beds).
28,809	Pieces of Baggage handled.
251,511	Sales at Luncheonette and Restaurant.
76,980	Sales at News Stand.
8,852	Calls at Laundry, Barber and Tailor Shops.
5,061	Total attendance at 247 Religious Services at Institute, U. S. Marine Hospitals and Hoffman Island.
12,867	Social Service Interviews.
103	Missing Seamen located.
31,415	Total attendance at 99 Entertainments, such as Movies, Concerts, Lectures and Sports.
3,170	Relief Loans to 1,347 individual Seamen.
19,922	Magazines distributed.
1,797	Pieces of Clothing and 847 Knitted Articles distributed.
1,007	Treatments in Clinics.
1,257	Visits at Apprentice's Room.
815	Visits to Ships by Institute Representatives.
4,864	Deposits of Seamen's Earnings placed in Banks.
728	Jobs secured for Seamen.
6,268	Attendance of Seamen Readers in Conrad Library; 1,351 Books distributed.
2,905	Total Attendance of Cadets and Seamen at 355 Lectures in Merchant Marine School; 678 new students enrolled.
5,109	Incoming Telephone Calls for Seamen.

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