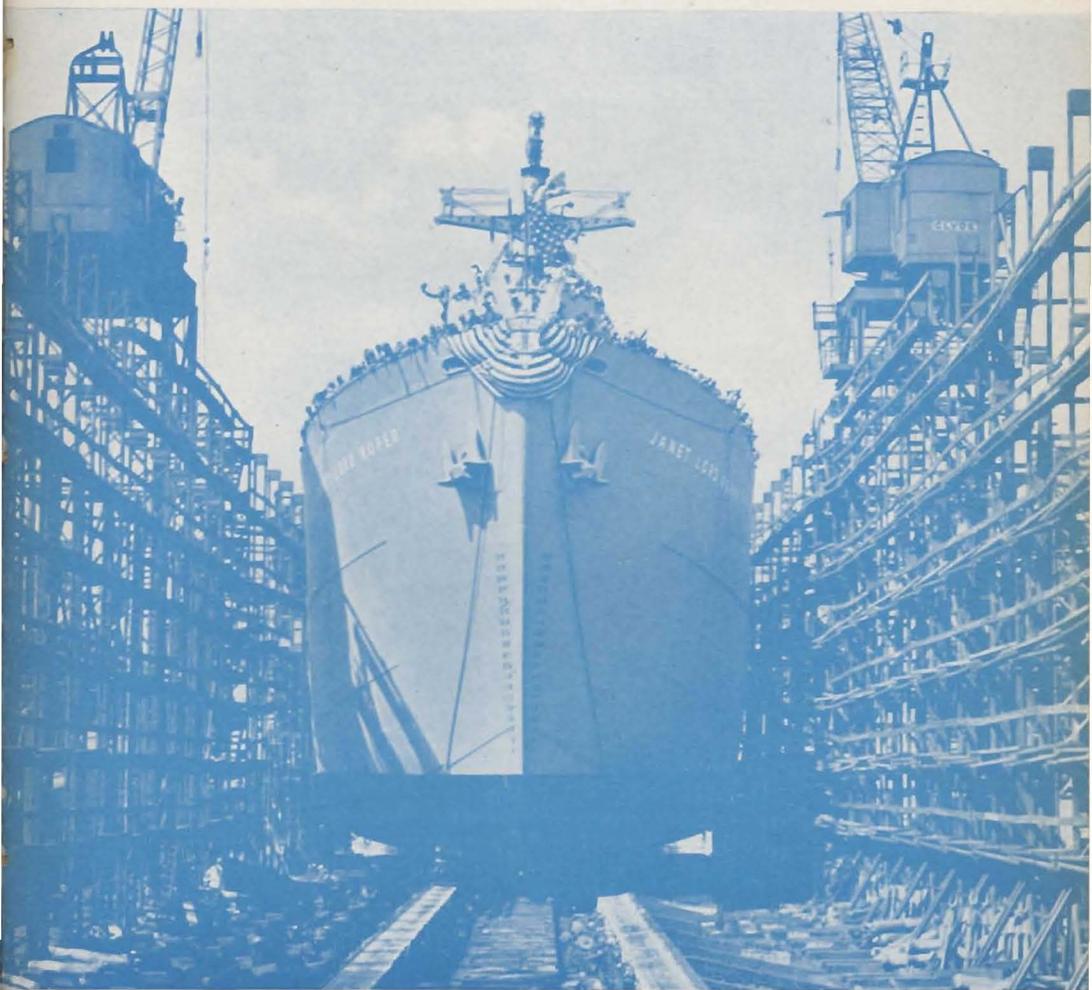


THE LOOKOUT



LIBERTY SHIP "JANET LORD ROPER"

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXXIV—NUMBER 7

JULY, 1943

Sanctuary

O Eternal God, who hast made the seas and dost rule their raging, we thank thee for the divine skill endowed in men for the building of ships and for their navigating upon the seas as a uniting highway for the nations. Grant Thy blessing, we beseech Thee, on this Steamship Janet Lord Roper, that in all worthiness of her for whom she is being named, and launched from the ways of her builders, she may be welcomed into the limitless ways of the eternal sea. There may she prove a safe and happy home for her crew, provide secure transport for cargoes both of war and peace, and through the years of shuttling between ports and nations weave them securely into a unity of spirit and of cooperation.

Treasure this ship as Thine own, we pray Thee, even as Thou dost treasure the life Janet Lord Roper lived for Thee, and in her memory may she long and gloriously sail.

This we ask in the Master's name, Thy Son Jesus Christ our Lord. Amen.

(Prayer used by Dr. Kelley at the launching of the S.S. "Janet Lord Roper" June 26, 1943, at Baltimore, Maryland.)

The LOOKOUT

VOL. XXXIV, JULY, 1943
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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\$1.00 per year 10c per copy

Gifts of \$5.00 per year and over include a year's subscription to "THE LOOKOUT".

Entered as second class matter July 8, 1925, at New York, N. Y., under the act of March 3, 1879.

Address all communications to
SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

25 SOUTH ST., NEW YORK 4, 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. XXXIV

July, 1943

No. 7

Liberty Ship Named in Honor of Mrs. Janet Roper

A new 10,500 ton Liberty ship took its place in the Victory Fleet when the JANET LORD ROPER was launched on June 26th at the Bethlehem-Fairfield shipyard at Baltimore, Maryland. The U. S. Maritime Commission conferred this honor on Mrs. Roper, who died on April 5th after serving 54 years in seamen's welfare work, and 28 years as head of the Missing Seamen's Bureau of the Seamen's Church Institute of New York, 25 South Street, New York City. Mrs. Roper's eldest granddaughter, Ensign Laurette A. Ryan, of the WAVES, sponsored the ship. Present at the launching ceremonies were Mr. J. M. Willis, Vice-President and General Manager of the Bethlehem-Fairfield Shipyard; Mrs. Roper's three daughters, Mrs. Laura Roper Ryan, Mrs. Marion Roper Copp and Miss Maude Roper, and three of her grandchildren; also the Rev. Harold H. Kelley, D. D., Director of the Seamen's Church Institute of New York and Captain Alfred O. Morasso, also of the Institute, and Mr. Jonathan Finn, who is writing a biography of Mrs. Roper (to be published in the Fall by Doubleday-Doran). Dr. Kelley offered a prayer of benediction.

"Mother Roper", as she was known to thousands of merchant seamen sailing the seven seas, located 6,500 missing seamen and restored many of them to their anxious relatives. At her funeral in the Institute's Chapel more than a thousand seafaring men including captains,

engineers, mates, oilers and able-bodied seamen, as well as admirals and bishops attended or sent messages to honor the woman who was known as the sailor's best friend.

Mrs. Roper accepted the invitation of Rear Admiral Emory S. Land, chairman of the U. S. Maritime Commission to sponsor the C-2 type cargo vessel ANDROMEDA — and on December 22nd, 1942, she christened this freighter at the Federal Shipbuilding and Dry Dock Company in Kearny, N. J.

Thus two merchant ships will serve as a reminder of Mother Roper's interest and concern for merchant seamen of all ratings, races, creeds and nationalities.

Portraits of Mrs. Roper will be hung in the officers' and crew's quarters of the new ship as a constant reminder of her character and friendliness.



From keel-laying to launching —
32 days.

Bishop Manning Dedicates Chantry

THE Bishop of New York, the Right Rev. William T. Manning, D. D., dedicated the Chantry of the Holy Comforter at the entrance to the Chapel of Our Saviour, at the Seamen's Church Institute of New York, 25 South Street, on Thursday, June 24th at 1:45 P. M. The Bishop also blessed a pair of brass flower vases for the Altar, the gift of the Riverside Association, and a lace frontal, the gift of Mrs. James Kane Hand, a member, all in memory of Mrs. Janet Roper, for 28 years head of the Institute's Missing Seamen's Bureau.

"I commend the men of our Merchant Marine service," Bishop Manning said. "They deserve high tribute. Without them, the Army, the Navy, and the Air Forces would be

without the supplies to meet the enemy."

Two earlier chapels of the Institute bore the name "Church of the Holy Comforter." The first was a floating church, built in 1846, and was moored at the foot of Dey Street, North River. It was designed by Richard M. Upjohn, the architect of Trinity Church. The church was used by merchant seamen as their place of worship until 1866. Its successor, a brick church, on land, was built in 1888 at the corner of West and Houston Streets with funds received from a legacy of William H. Vanderbilt. Adjoining it was a parish house used for seamen, and a rectory. The church was used until 1914, and was razed in 1926 when the N. Y. Central Railroad purchased the land.



Bishop Manning, assisted by the Rev. Lawrence A. Harkness (left) and the Rev. Harold H. Kelley, D.D. (right) dedicates the Chantry of the Holy Comforter.

Bishop Manning in 1930 dedicated the present Chapel of Our Saviour, the fourth in the succession bearing that name. Thus the names of the Institute's floating chapels will be perpetuated. The Chapels are used for

weekday and Sunday services and for private devotions.

Seamen, members of the Board of Managers, staff and Central Council Association members and volunteers attended the dedication.

Flag Day at 25 South Street

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Acme Photo

Merchant Seamen of the United Nations celebrate "Flag Day" (June 14th) on the Flying Bridge at the Seamen's Church Institute of New York.

Convalescent Home Reopened

SURVIVORS of torpedoed crews and other merchant seamen needing rest and convalescence as a result of physical injuries are the guests of Mr. and Mrs. F. Ambrose Clark at their country home in Springfield Center, New York, near Cooperstown. The home reopened June 10th, and the Institute has already sent several groups of seamen. This was the first convalescent home ever established specifically for merchant seamen, and during the Spring and Summer of 1942 an average of 16 seafarers every two weeks en-

joyed its hospitality. Mr. and Mrs. Clark extend this hospitality in memory of their daughter, Ethel Stokes Clark.

Inspired by Mrs. Clark's example, a number of estates throughout the country have been turned into convalescent homes for merchant seamen, and several of them are designed to provide psychiatric care for seamen.

Seamen with simple physical injuries are usually referred from the Department of Special Services of the Seamen's Church Institute.

At the Newsstand



Photo by Marie Higginson

"ANY chewing gum today, Lady?" "A package of Chesterfield's, please," "Hello, how about a needle and thread?" "A NEWS, please." All day long at the Institute's Newsstand in the main lobby stands a smiling young woman, Mrs. Gladys MacDonald. For fourteen years she has sold newspapers, tobacco, candy, cigarettes, pencils, soap, razors, and many other sundries to merchant seamen, and always she has a cheery greeting for each man as he comes up to the counter. When she has to tell them that she is out of the articles they request, or cannot get them because of war-time regulations she explains so nicely that the seamen seem less disappointed. For Mrs. MacDonald is a good saleswoman, and the men like her pleasant, friendly manner. She has a daughter in the WAACS and a 17-year old son who wants to go to sea.

Changes in seamen's tastes from the depression days of the 1930's to the war days of the 1940's are interesting. Mrs. MacDonald observed that very few seamen now "roll their own" tobacco, as they did when jobs were scarce. Five cent tobacco and one cent candy were very popular when times were hard. Corn-cobbed pipes and old-fashioned razors are now seldom in demand, in contrast with ten

years ago. Now seamen prefer safety razors and the best briar pipes. They still ask for needles and thread, for most seamen can sew, but the shortage of steel makes needles scarce, so the seamen are usually sent upstairs to the Department of Special Services where some woman volunteer or staff member will sew on the buttons or mend the tear.

While THE LOOKOUT editor was interviewing Mrs. MacDonald, a very stout seaman with a jolly countenance came to the counter and greeted Mrs. MacDonald cordially. "Just in from Murmansk" he said. "How about a chocolate bar?" Chatting with him we learned that he had been 18 years to sea, was now going to study for his second mate's license. His father was a Cherokee Indian (who still lives on his farm in Virginia.) When the Japanese attacked Pearl Harbor he had been near Honolulu, towing an empty barge. Another towboat, towing a barge of ammunition, decided to set the barge loose when enemy planes flew over. The seaman and four crew members towed the ammunition barge safely into port and were awarded salvage.

A young British sailor greeted Mrs. MacDonald and asked for a copy of a Guide to New York—a popular item with seamen who do not know their way around the city. An elderly American engineer wanted eye drops; a freckle-faced, red-haired apprentice seaman in the U. S. Maritime Service wanted a pipe, and finally made his selection after he was told that it made him look very salty. Pads and pencils and aspirin, newspapers, candy and cigarettes—these are the items sold in quantities throughout each day at the Institute's newsstand and cigar counter to seamen of every nationality, age, rating and creed.



Photo by Lawrence D. Thornton

The Chapel Reredos decorated for the Memorial Service. The seascape, "Eternal Sea" was painted by Gordon Grant.

LAST October 22nd, Carl Dalbey, Jr. radio operator in the American Merchant Marine was "somewhere at sea." It was his 21st birthday. His mother was in New York, attending a special birthday party-by-radio for her son, and a group of merchant seamen from the Institute, were the guests of Fred Waring, famous band leader, at his radio program (WEAF 7:15 P.M.) Carl's mother broadcast a "Happy birthday" greeting to her son, and the seamen joined in sending greetings, by radio.

On May 28th of this year, a Memorial Service was held in the Institute's Chapel of Our Saviour for Carl Dalbey, reported by the U. S. Navy as "missing following action in the performance of duty and in the service of his country." Young Dalbey was no novice in sea disaster. In August, 1942, he survived when his ship was sunk by an enemy submarine, and, with 46 shipmates, spent 32 harrowing days in a lifeboat until finally rescued at Whale Cay in the Bahamas by Betty Carstairs, British yachtswoman. The ship on which he made his last and final trip was torpedoed and sunk.

His parents came from Oklahoma City for the Memorial service and also for Carl's belongings which he had left for safekeeping in the Institute's Baggage Room. Seamen and representatives of

the steamship lines on which young Dalbey served, of the radio operators' union and of the Institute Staff attended the service as well as Fred Waring and his Pennsylvanians. On Dalbey's last shore leave he and his mother were guests of Mrs. Franklin Roosevelt at tea at the White House and he also met Rear Admiral Emory S. Land, Chairman of the U. S. Maritime Commission. Dalbey received his amateur radio license when he was 12 years old. In 1941 he enrolled in the U. S. Maritime Service Training Station at Gallup's Island, Boston, where he completed his radio course in record time. His parents have given a Memorial Room at the Institute for their son. "It will be something tangible," said his mother. "Whenever we come to New York we'll know that that little bedroom is there, with Carl's name on the door, and being used by seamen."

Chaplain Lawrence Harkness officiated at the Memorial Service. On Memorial Day, a Memorial Service was conducted in the Institute's Chapel for all merchant seamen lost at sea. Dr. Kelley, Director, and Chaplain Harkness officiated and the Rev. Gilbert Parker Prince, Rector of St. Alban's Church, West Los Angeles, preached. Relatives of merchant seamen lost or missing at sea were invited to both of these Memorial services.

"In Which We Serve"

IN Noel Coward's magnificent screen play "In Which We Serve", paying tribute to the men of the British Royal Navy, we are shown several scenes which are all too familiar to men who serve in the Merchant Marine. The grim horror of the war at sea is especially realized when we see the crew, wounded, exhausted, oil-soaked, clinging to a rubber raft, hoping for rescue.

Such experiences have been the lot of the merchant seamen of the United Nations who carry the oil, the food, the supplies, the tanks, the munitions in their gray tankers and rusty freighters to the Armies and Navies.

When the crews come ashore in the Port of New York, they find rest and recreation and respite from their arduous and perilous labors at the SEAMEN'S CHURCH IN-

STITUTE OF NEW YORK, largest shore home in the world for merchant seamen of all races and creeds. Thanks to you and other good friends, we have maintained these services for seamen and have expanded many facilities because of the war needs.

It is encouraging to note that since America entered the war, the Merchant Marine is receiving some tardy recognition by the general public, but you have long expressed, by your interest in the Institute, your concern for their comfort and welfare.

Your gifts help to pay for our ship-visiting service, for the Clinics, Writing Room, Mothers' Room, Personal Service Desk, Information Bureau, game rooms, sports, movies and many other services for which there is no charge.

Authorities now consider the present state of the "Battle of the Atlantic" as the most encouraging since the start of the war. New methods of fighting submarines are enabling the Allies to smash the undersea offensive of the Nazis. While more and more Allied ships are going through safely, the number of German submarines being destroyed is mounting rapidly.

Kindly send contributions to the
SEAMEN'S CHURCH INSTITUTE OF NEW YORK
25 South Street, New York, N. Y.

A scene all too familiar to men who serve in the Merchant Marine



Merchant Marine Medal

THE President of the United States has presented the MERCHANT MARINE DISTINGUISHED SERVICE MEDAL to FREDERICK JAMES MILLS, CHIEF ENGINEER.
CITATION:

For meritorious service under unusual hazards.

Survivor of the sinking of his own ship, he was homeward-bound on an Allied ship when it was struck by two torpedoes. The explosions wrecked all but one lifeboat which succeeded in taking off 70 survivors. Nearly 200 others were either thrown into the sea by the blasts, or were forced to jump from the rapidly sinking ship. When the ship went under, one of the damaged lifeboats floated free. It was swamped to the gunwales; peppered with many small holes; the rudder and part of the stern were gone; and a large hole, twenty by forty inches, was blown through its side. But it meant hope, and some of the desperate men had already climbed into it even though there was momentary danger it would sink under them. Mills sensed the situation from a distance, and swam over. Persuading the men to leave the boat, he took sheets of lead from its emergency repair kit and shaped a patch over the large hole. With two men holding the lead patch against the outboard side, he and two others climbed back into the boat. These two held onto his legs while he went head down over the side to nail the patch to the planking. Over this he nailed a piece of salvaged canvas. Each time the men lowered him under, he could drive only one nail, then the two would pull him up for a gasp of air. Many times he did this until, little by little, the hole was closed and the planking caulked. He then took strips from the bottom gratings and repaired the shattered gunwale. The

end of the canvas was stretched over the gunwale and made fast. With the largest leak thus stoppered, the rest of the men climbed back aboard and started bailing. Throughout that night Mills plugged the many small leaks as the boat slowly rose in the water. Daybreak brought to him the grim and heart-breaking task of picking from the many survivors still clinging to wreckage the few additional men his weakened lifeboat could carry. When no other aid seemed possible for those they were forced to leave behind, the lifeboat, now with 60 aboard, set out for land. Constantly bailing, and with only one pair of oars to keep headway, the survivors made a safe landing eight days later.

His indomitable courage and practical leadership, so largely contributory to the ultimate rescue of his shipmates, are in keeping with the highest traditions of the United States Merchant Marine.

CONVOY

"There go the ships . . . there that Leviathan" . . .
Watching the gray hulls, seeing them slowly pass
Out through the narrow river, under the span
Of arching bridges, I hear again the class
At Sunday School repeating: "Thou hast made
All these, they wait upon Thee, they are filled.
Why should our hearts be troubled and afraid?
Our days are shadows, but the Lord doth build
Eternal and doth judge all that we are.
He hath remembered His covenants forever;
He hath destroyed His enemies afar
And scattered all the proud. Clothed with the light,
He walketh with the wind; He faileth never."
Lord, be with all the ships that sail tonight!

Sara King Carleton.

Reprinted from the New York Herald Tribune

"Action in the North Atlantic"

Warner Brothers' new picture, "Action in the North Atlantic" is a graphic portrayal of life at sea during the present war, as lived and endured by the men of the Merchant Marine. As freighters and tankers individually and in convoy struggle to keep open the lifeline of supplies to our Allies, the real heroes are seen to be the crews who ride the "floating fire-crackers" and deliver the goods.

Images and/or text cannot be shown due to copyright restrictions.

The Captain, portrayed by Raymond Massey, and the mate, played by Humphrey Bogart, are the last to leave their torpedoed ship. Later, they get a new Liberty ship and succeed in sinking a Nazi submarine and getting their precious convoy safely across the Atlantic.

Safe ashore after being rescued from lifeboats and life-rafts, the crew is greeted by reporters and shortly afterwards sign on another ship.

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Newsictures

The Institute cooperates in the Government's Fat Salvage drive. Over 250 pounds of waste fat each month are salvaged from the Institute's kitchens by Chef Leopold Thys to be turned into ammunition to help sink enemy "subs". A.B. Seaman Steve Frank (whose ship was torpedoed) and the Institute's Director, Dr. Kelley, watch the Chef conserve kitchen fats.

The Lions Club of Scarsdale, N. Y. collected 1,200 decks of playing cards for the Seamen's Church Institute of New York to distribute to merchant seamen aboard ships. Photo shows Seamen John Beidel and James Robinson accepting the cards in behalf of the Merchant Marine, from Mr. Norman Schuttler, Treasurer, and Mr. W. A. Foster, President of the Scarsdale Lions Club. The cards will help to bring pleasure and relaxation to merchant seamen during their off-duty hours on shipboard.

Photo by Marie Higginson



Ship News

SHARK REPELLENT FOUND TO SAVE MEN ADRIFT

WASHINGTON, May 6 (AP).—A substance has been discovered which will drive sharks away from men adrift in shark-infested waters, the Navy reported today. Expected to be of great value to Navy and merchant seamen, the shark repellent was developed in experiments at Woods Hole, Mass., in the ocean off Florida and in Guayaquil Harbor, Ecuador.

Its nature is a closely guarded secret, but the Navy reported that: "Hungry sharks were found to refuse a bait, which otherwise they would have taken voraciously, if a small quantity of the shark repellent was suspended in the water near by. Three identical fish baits, the regular food for sharks, were used in the experiments."

NEW NAVY DEVICE MAKES DRINKING WATER FROM SEA Chemical System To Be Used by Men in Lifeboats

WASHINGTON, June 8 (AP).—A practical method for men marooned in life boats or rafts to make drinking water from the sea has been devised by the Navy, it was announced today.

With a small package of black and white chemicals and three plastic bags more than a quart of fresh water can be made, two Navy officers demonstrated. Ten boxes the size of a deck of cards would enable a man to provide himself with drinking water for twenty days, said Lieutenant William V. Consolazio, Boston, chief chemist of the Naval Medical Research Institute at Bethesda, Md., where the method was developed.

Captain William L. Mann, of the Navy Medical Corps, under whose direction the research was made, said that mass production of the simple equipment could be started in short order.

NEW NAVY JACKET REPELS FIRE AND WATER Plastic Fabric Does Double Duty in Protecting Sailors

From the Herald Tribune Bureau

WASHINGTON, April 27. — Life jackets which help preserve the wearer's life in the water and also help to protect him from the fire hazards of battle have become part of the standard equipment for fighting men at sea, the Navy Department said today.

Latest developments in the design of Navy life-saving equipment include a plastic-impregnated fabric which is both flame-repellent and water-resistant. The standard Navy life packet and its newest variation, the knapsack jacket, which was developed from combat reports and tested under battle conditions by ships on active duty in war zones, are being manufactured of the new fabric, which is also used to cover the kapok pads in both types of jacket.

Since last November the standard life jacket has been made with a strong webbing belt carrying a hook, so the wearer can fasten himself to a line to be hoisted from the water. The Navy's five major styles of life preservers have been designed to meet the special needs of men working in different conditions.

MARINE CASUALTIES RISE TO 4555

By the Associated Press.

WASHINGTON, May 17. — The Navy reported that the casualty list of dead and missing in the United States Merchant Marine during April totaled 357. This brought the total since September, 1941, to 4555.

MRS. STOWE SPONSORS SHIP

Mrs. Lyman Beecher Stowe, of 1 Beekman Place, New York, sponsored a cargo ship launched at South Portland, Me., by the Todd Shipbuilding Corporation and named the Harriet Beecher Stowe. With the sponsor was her husband, the surviving grandson of the author of "Uncle Tom's Cabin," also a writer, and their son, David Stowe, a naval flying cadet, home on leave.

Mrs. Stowe and her son visited the Seamen's Institute recently.

ATLANTIC SINKINGS CONTINUE ON DECLINE

By the Associated Press

Announcement last week of the loss of two merchant vessels in April marked the 15th successive week that announced western Atlantic Allied and neutral sinkings have been below the previous weekly average of nine.

The sinkings—a medium-sized United States merchant and a small Norwegian freighter—raised to 655 the Associated Press total of announced merchant ships lost due to Axis warfare in those waters since Pearl Harbor.

The United States loss was the 263rd announced, while Norway's setback raised that country's total to 65.

PIGEON FINDS "SAFETY, COMFORT AND INSPIRATION" AT 25 SOUTH STREET

An audience of merchant seamen was enjoying a moving picture in the auditorium of the Seamen's Church Institute of New York at 25 South Street one evening recently when a pigeon flew in through the open window of the projection room and laid an egg in the cushion of the operator's empty chair. Above was a poster with these familiar words: "Safety, Comfort and Inspiration—the S. C. I.—a Home Away From Home".

The film included "Migratory Birds", and the lecturer so magnetic to the trustful pigeon was Mr. Fairfield Osborn, ornithologist and President of the New York Zoological Society.

P.S. A 2nd egg was laid on the following night. The moving picture then was "A Night to Remember!"



Photo by Marie Higginson

A contingent of 120 U. S. Coast Guardsmen are staying at the Institute for six weeks while receiving instruction in the Institute's Merchant Marine School in seamanship and navigation. Photo shows prospective coxswain's and boatswain's mates in the rigging loft.



U. S. Coast Guard official photo

Book Reviews

SOUTH FROM YESTERDAY

By Willard Robertson
J. P. Lippincott \$2.50

The author of "Moontide" has written another unusual yarn with a weird setting—a lonely island with a lighthouse. The chief character, Milo, is from Nova Scotia with a love of the sea part of his being. What Milo found on the island changed the course of his life and of Captain Dan Toffey and his niece Margie. Suspense and horror are woven into the plot and the reader is compelled to continue the story to the bitter and cruel ending. —M. D. C.

"ENEMY IN SIGHT"

By Stanley Rogers
Crowell, 1943. \$2.75

The Royal Navy and the British Merchant Marine have always lived up to a tradition of courage and self-sacrifice. In ENEMY IN SIGHT! Mr. Rogers writes of their almost unbelievable feats of heroism during the present war. Here is the story of the destruction of the Bismark, of the fighting career of the ILLUSTRIOUS, and the evacuation of Dunkirk. Here also are accounts of convoy actions, of the work of mine sweepers, of seamen who spent days afloat in open boats. It is a grim tribute to British ships and sailors, to those men who without counting the cost, kept the sea lanes to England open. ENEMY IN SIGHT! not only is stirring reading but it is a fine reference book on sea warfare for the past three years. —I. M. A.

MARINE ENGINE AND FIRE ROOM GUIDE

By Robert Jacobs and E. L. Gady
Cornell Maritime Press. \$3.50

The authors acknowledge their great debt to Osbourne's *Modern Marine Engineer's Manual*. This book is a condensed version of the same subject. If they had issued their own supplement, based on their practical knowledge and experience, in the opinion of this reviewer, it would have been a more useful, compact, and smaller book.

Chief Engineer William Russell

THE MARITIME INDUSTRY

The Role of Federal Regulation in Establishing Labor and Safety Standards.

By Rudolf Walter Wissmann
Cornell Maritime Press

Mr. Wissmann has, after extensive and intensive study, described the role played by the Federal Government in establishing labor and safety standards in the marine industry. He starts with the

establishment of the Federal Government 150 years ago and ends with the entry of the United States in the present world war. He has handled the whole treatment of this topic with a sympathetic attitude toward the Merchant Marine and particularly the men who sail the ships.

Reviewed by Capt. A. O. Morasso

SEVEN CAME THROUGH

By Captain Edward V. Rickenbacker
Doubleday Doran & Co. \$1.50

Here is a saga of the sea and air that will be long remembered as one of the greatest epics of this war. It is told by Captain Rickenbacker as a simple account of eight men adrift in rubber rafts in the Pacific. (In the March issue of THE LOOKOUT was an account of "The Miracle," describing the experiences of these men and of their newfound faith in prayer.) Every American will feel a thrill of pride when reading this gripping story, for it symbolizes the indomitable will to win, the stamina and courage of all those who are serving the cause of Freedom, on the land, sea and air. The concluding chapter "A Message to America" points out how essential it is for all of us to become air-minded: "We must learn to think of the air as we once thought of the seas and of the great strategic rivers and highways."

—M. D. C.

ONE'S SHIP

"To lose one's ship is a terrible experience. The ship is home for the sailor. She embodies that spirit so truly American, the spirit generated in the common life of many hundreds of young men drawn from every walk of life—schoolboys, farmers, mechanics, clerks. Jew and Christian, Catholic and Protestant. The ship is the embodiment of their life together, their common taste, their interdependence, their hopes, their pride, their ambitions, their dangers.

"But it is not the loss of the ship that I remember most clearly—its scenes of destruction, of suffering and death, terrible as it all was. What I remember most clearly is the glory of character revealed in the actions of these young men of America. Not a man failed in his duty, in their order, their competency in dealing with a terrifying situation, their loyalty to their wounded shipmates, their unselfish courage."

—Lieut. Merritt F. Williams, U.S.N.
Chaplain of the ill-fated aircraft carrier "WASP"

PRAYER AT SEA

From "We Thought We Heard the Angels Sing" by Lieut. James C. Whittaker

Few people realize how much the human body can take and still come through. Fortunately, not many have to find out the hard way. Physicians have told me since that just a few bites of food and a little water can prolong for days the life of a starving man. It may be that the oranges, fish, minnows and shark provided just those bites we needed, though all the food we had in that period could be put into an ordinary teacup, with room to spare.

Cherry (the pilot) finished his verse from Matthew. 6th Chapter, 31st-34th verse.

His voice went on. I realized with a start that he was praying. He was addressing the Lord as 'Old Master.' He was saying it with deference and reverence; simply and directly.

"Old Master, we're in an awful fix as you know. We sure are counting on a little rain by day after tomorrow, at least. See what You can do for us, Old Master."

Later, Cherry addressed the Lord in his forthright fashion: "Old Master, we called on You for food and You delivered. We ask You now for water.

We've done the best we could. If You don't make up Your mind to help us pretty soon, I guess that's all there'll be to it. It looks like the next move is up to You, Old Master."

Memorials Available at the Institute

When a memorial is selected it is marked by a bronze tablet suitably inscribed as the donor specifies. The objects listed here are available as memorials.

Chapel Chairs, each	\$ 30.
Seamen's Rooms, each	300.
Seamen's Rooms with Running Water, each	750.
Officers' Rooms, each	1,000.
Additional Clinic Rooms	3,000.
Sanctuary and Chancel	3,000.
Seamen's Endowed Rooms, each	5,000.
For those desiring to select larger memorials there are available:	
Cafeteria	\$15,000.
Seamen's Reading and Game Room	25,000.
Modernizing Main Lobby	50,000.
Remodelling and Removing an Entire Floor (62 bed rooms, in Old Building)	8,000.

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Survivors of torpedoed merchant ship reach for life lines. Numb with cold after many days exposure on life raft, they are rescued by a U. S. Coast Guard cutter "somewhere in the Atlantic."

Press Association, Inc.

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