

The Lookout

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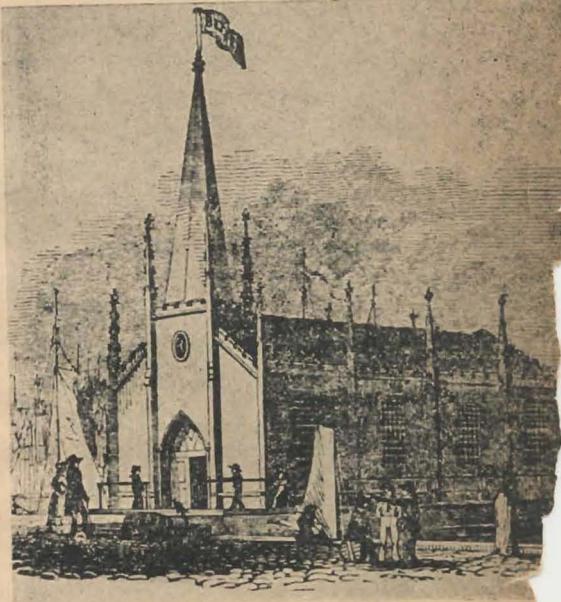
No. 1

Then AND NOW . . .

Since 1844 Serving Seamen Ashore

AS great an agency as any in bringing about the improved treatment of seamen in this country is the Seamen's Church Institute of New York whose centenary as a corporation we celebrate this year. It began its activities in a modest way chiefly by providing floating churches where the men often gathered in surprisingly large numbers. Ten years later the Institute acquired a small building "for the purpose of caring for the moral, spiritual, mental and bodily welfare of seamen"; larger stations soon followed for lodgings and commissaries, and in 1913 was opened its fine building at 25 South Street which was greatly enlarged by 1929. Virtually every seaman who comes to New York now-a-days is familiar with "25 South Street" or the "Institute" and here he finds "safety, comfort and inspiration". It is a philanthropy, assisting merchant seamen to help themselves, but at the same time it renders them many services free of charge and during periods of stress gives special help to those in temporary need.

The Institute welcomes seamen to its extensive lobbies and reading, writing and game



THE FLOATING CHURCH OF OUR SAVIOUR, FOR SEAMEN PERMANENTLY MOORED AT THE FOOT OF PIKE ST., CITY OF NEW YORK 1844

rooms; to its Conrad Library with over 9,000 well selected books; its Employment Bureau which finds positions annually for thousands of seamen; its Credit Bureau which makes thousands of loans, without interest, of which about two-thirds are repaid; to its Auditorium where motion pictures and other entertainment are provided. In difficult times it provides free meals and free beds to the extent of its available resources.

We have been enabled to do these things, thanks to the generosity of friends of the seamen extending back over a long period in a splendid plant which will be free of debt when the remaining loan of \$100,000 is paid. It is the hope of the Board of Managers that special gifts may be made during this centennial year to pay off this debt. Contributions for this purpose should be designated for the Centennial Fund.

We all owe a debt of gratitude to the gallant merchant seamen of various nationalities and creeds who are doing their indispensable work so modestly and heroically especially during these dangerous times. We believe that our friends will welcome this opportunity to express their appreciation and gratitude.

A personal touch is lent to the Institute's 13-story building through its numerous Memorials in honor of men and women whose families and friends have so remembered

them. Any of the following units, in consultation with the Institute's Director, may be selected as a Memorial and will be marked by a suitable tablet inscribed in accordance with the donor's wishes. Here is a practical way of paying tribute to some loved one and at the same time helping the Institute so effectively in discharging the balance of our debt as a Centennial Memorial.

Memorials Available at the Institute

Chapel Chairs, each	\$ 30.
Seamen's Rooms, each	300.
Seamen's Rooms with Running Water, each	750.
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 an Entire Floor (62 bed rooms, in Old Building)	8,000.

Contributions should be sent to the Centennial Fund Committee, 25 South Street, New York 4, N. Y.

Edwin De T. Bechtel
Chairman
Charles E. Dunlap
Harry Forsyth
Charles S. Haight
Richard Mansfield
Charles Marshall
Charles Merz
Samuel A. Salvage
Alexander O. Vietor
William Williams

Please make checks payable to the
SEAMEN'S CHURCH INSTITUTE
OF NEW YORK
and designated "For Centennial Fund."
Contributions are tax exempt.

WE TRUST THAT OUR LOYAL FRIENDS will regard their Centennial Gift as an "extra" during 1944, over and above their regular contributions to the WAYS AND MEANS FUND.



Waterproof Wallets for Seamen

TEN thousand special waterproof wallets are being distributed to merchant seamen with the compliments of the Seamen's Church Institute of New York. The wallets are of the same kind of paper with tin-foil on one side as is used to keep ammunition dry. The Institute has long been working on a wallet which would preserve seamen's papers from being damaged by sea water and sun, when the men are compelled to abandon ship and spend long periods in lifeboats. Since seamen's papers are their job credentials, and since the time required to obtain duplicates from Washington is often lengthy, the new wallets are proving popular with men who sail the freighters and tankers for the United Nations. The Institute's Central Council of Associations has devised adjustable money belts, made of blue denim, to hold the waterproof wallets, and several hundred of them have been made and distributed to seamen. Other groups



Photo by Marie Higginson

Seaman K. Bodnenig receives the first wallet from Dr. Kelley.

making these belts, as a project for the new year, are Parent-Teachers' Associations, the House of Industry, etc.

Merchant Marine Hero Honored

OSCAR CHAPPELL, Merchant Marine hero of the present war, heads the list of five names assigned to Liberty Ships now under construction by the Houston Shipbuilding Corporation, Houston, Tex.

The *Distinguished Service Medal*, awarded posthumously, will be presented to Mrs. Odelle Chappell, the hero's wife, when the Liberty Ship bearing his name is launched.

Chappell, a merchant seaman, is being doubly honored for courage he displayed in remaining at the helm of a torpedoed and burning tanker early in 1942. A native of Normangee, Tex., Chappell died of burns received while steering the tanker into the wind in order to give his shipmates a chance to escape the flames. One of Chappell's shipmates in a sworn statement had this to say of the heroism displayed:

"When the first torpedo struck, I was in the paint locker, forward. I immediately came up on deck and observed the damage. The whole midship section of the ship was burning fiercely and there

was a solid wall of fire separating us from the rest of the ship. Oscar Chappell was at the wheel and I could see him. He had been injured and blood was all over his head. We were heading north. The wind was from the southeast. Oil was burning on deck and in the sea and wind was blowing the oil toward the forecastle head. Chappell turned the wheel hard right and laid the weight of his body over the spokes and held it there until he died. The ship turned into the wind . . . I went below and got all the men out of the forecastle and up on the forward deck . . . I lined the seven men on the port side of the forecastle head, had them take off their shoes, lash their lifejackets securely and sent them over the side one at a time. When they were all clear of the ship, I jumped and swam away."

In assigning Chappell's name to the Liberty Ship, the Maritime Commission is inaugurating a policy of thus honoring all seamen who have been awarded the Distinguished Service Medal posthumously.

"Music at Noon"

By Anne Conrow, Organist

AT THE request of the Director I have undertaken this winter with the assistance of Mortimer Davenport, the Institute's baritone soloist, an interesting musical experiment in our Chapel. Each Tuesday and Friday at 12:10, immediately following noon prayers, a half-hour recital is presented quite informally for all seamen and staff members who care to drop in either for a few minutes or for the full time. On Tuesdays in addition to the organ numbers, Mr. Davenport sings several groups of songs. These programs are all carefully planned to include much that is familiar, music that is melodic, simple in line, and refreshing in spirit. We began with two programs of Negro spirituals which were received most enthusiastically, and followed with folk music, contemporary music, music of Dvorak, Handel and a series of Christmas programs ending on Christmas Eve with a generally festive singing of the best loved carols.

During the very first week of the "experiment" it was interesting to meet two seamen who had studied organ rather seriously before the war and had had some experience in church work. One of these men came from Yorkshire, England, and we had long talks about English church music and cathedral choirs while he rather timidly at first, then more confidently tried his hand at the Chapel organ. The other was from Chicago, well versed in organ literature and we compared notes on various virtuoso interpretations of the César Franck chorales. He, too, was grateful for an opportunity to play our very good two manual Hall organ once or twice before shipping out. To both of these men, through these recitals, our Chapel came to mean something very real and each of them spoke with great warmth of its beauty and the beauty of the music.

We plan to continue these pro-

grams regularly during the winter as more of the seamen are finding their way back in each week. LOOKOUT readers might enjoy a sample Handel program:

ORGAN

"Largo" from Xerxes

BARITONE

Where'er You Walk
Cast from Thy Brow

ORGAN

Sarabande from Oboe Concerto

BARITONE

Thanks be to God

ORGAN

Selections from "Water Music"
(Allegro vivace, Air, Hornpipe)

BARITONE

"Arm, Arm Ye Brave" from
Judas Maccabaeus

MOVIE PROGRAM FOR CLUBS

Lookout readers who belong to clubs and fraternal organizations may be interested to know about a 16 m. m. moving picture in color entitled "Convoys to Victory". Harvey Klemmer of the staff of the U. S. Maritime Commission took the pictures while aboard a merchant ship in convoy bound for England. The running time of the picture is twenty-nine minutes, and it has received the approval of many maritime authorities as one of the most authentic and effective portrayals of what merchant seamen go through while their ships carry the cargoes of nitrate, ammunition, tanks, guns, planes, etc. to the fighting fronts.

The other film which accompanies this is a twelve-minute 16 m. m. moving picture in sound and color entitled "Home from Seven Seas". Lowell Thomas, famous radio and news reel commentator, is the narrator. The film is a vivid portrayal of the important role played by merchant seamen in peace and war, and it records in dramatic fashion the activities of the Seamen's Church Institute of New York, the largest shore home, hotel and club in the world for merchant seamen of all nationalities.

The Institute will gladly send a sound projector and operator to show these two pictures, and a speaker who will discuss briefly the contribution of merchant ships and seamen in the war effort. The only charge for this service is the fee of \$5.00 paid to the operator, and for transportation charges for the sound projector and equipment.

Address inquiries to the Lookout Editor.

Seamen's Chapel

By Canon Edward N. West

Cathedral of St. John the Divine, New York

THE CHAPEL in the Seamen's Church Institute of New York is known and loved by tens of thousands of seamen the world over. The whole chapel is dominated, as it should be, by the altar and reredos. The reredos itself is a great seascape by Gordon Grant. With sure touch Mr. Grant has pictured the sky and sea most promising to a sailor. The birds speak of the nearness of land and safety. The symbols carved on either side of the frame are carefully chosen from those common to both the church and the seafaring profession; the gull, compass, lighthouse, whale, ship, and anchor refer respectively to promise, guidance, light, particular deliverance, general safety and hope—each with a religious as well as a secular meaning. Several of these symbols have interesting connotations: The compass is an elaboration of the Byzantine form of the Day-Star. The lighthouse is a charmingly simple form of "a light that shineth in a dark place"—both symbols come

Reprinted from *The Living Church*, Oct. 3, 1943



U. S. Coast Guard Photo

INSIGNIA FOR SEAMEN

Identifying insignia, authorized by Congress, will soon be issued to all merchant seamen and officers through the Seamen's Service Awards Committee, the War Shipping Administration announced today.

A circular gold and silver emblem, consisting of a background of a compass card in gold on which is mounted a Federal shield in silver with a superimposed gold anchor, with United States Merchant Marine lettered around the medal, was approved in an order signed recently by Admiral Emory S. Land, WSA Administrator.

Seamen and officers who have served in a ship's company since December 7, 1941, on any United States flag ship or on any foreign flag ship which is operated by or for the account of the Maritime Commission or WSA will be eligible to wear the button.

In further recognition of the war service of the seamen, Mariner's Medals, Combat Bars, War Zone Bars and Service Flags and Buttons, with the prescribed conditions for issuance and wearing of the insignia, have also been designed and authorized by the WSA under similar Congressional action.

The Mariner's Medal will be awarded to men considered qualified by the Seamen's Service Awards Committee for wounds or physical injury suffered through enemy action. A ribbon bar and a rosette to be worn in lieu thereof has been prescribed. Not more than one of these medals will be awarded to an individual, but for each succeeding ser-

vice justifying the award, a gold star will be attached to the medal ribbon or bar.

The Combat Bar, a sky blue, white, crimson, and navy blue silk ribbon bar pin, is being issued to seamen who serve in a ship which is directly attacked or damaged by an instrumentality of war. A star for attachment to the bar will be issued each time a seaman is forced to abandon ship in such action.

A War Zone Bar, a silk ribbon bar pin, will be issued for service in a war or combat zone. A ribbon of crimson and white will indicate the Atlantic zone; one of crimson, white, navy blue, yellow and green will show service in the Mediterranean Middle East Zone; and a yellow, crimson, white and navy blue will indicate Pacific Zone service.

All authorized insignia may be worn either on civilian or uniform coats.

The Merchant Marine Service Flag and service lapel buttons are for display by members of the immediate families of seamen serving in the American Merchant Marine during the war period. The design is a blue rectangular field with a white star, or stars, showing the number of merchant seamen serving from that family. Above the stars will be a white broadside silhouette of a Victory Ship, and around the blue field will be a golden colored rope with a figure eight knot in the center of the free end of the flag. The service button of enameled metal will carry a miniature design of the service flag.



United Fruit Co. Gold Medal

Medals of Honor

CAPTAIN HARRY E. STAKK, master of the S. S. Cape Nedick, received the first United Fruit Company gold medal for "meritorious service at sea beyond the call of duty" and Chief Engineer William J. Riley of the same vessel received the Company's first silver medal award.

The medal design is by the famous sculptor, Paul Manship. This Medal, executed in both gold and silver, will be awarded to the company's sea going personnel for meritorious service, beyond the call of duty, in action with the enemy. The free silhouette of the mariner's anchor outside the circumference of the medal proper differs from the usual treatment of circular medals. The obverse shows the American Eagle with arrows and olive branch. On the reverse is a space for the name of the recipient, the name of the ship on which the action took place, and the date of the action; also the inscription "For Meritorious Service at Sea", with a decorative indication of waves.

The *Cape Nedick*, a C-1 ship of pre-Pearl Harbor construction, was torpedoed last May off the African coast. The ship was carrying a full cargo of locomotives and tanks, and the explosion blew a large hole on the forward starboard side. Owing to the heroic action by Captain Stark, the ship finally made port with no loss of life or cargo. The Captain has also received the Merchant Marine Distinguished Service Medal issued by the U. S. Maritime Commission.

CAPTAIN PETER JOSEPH SIGONA, master of a tanker which eluded five torpedoes in fifteen minutes a year ago, has received the Merchant Marine Distinguished Service Medal for the adroit seamanship which saved his ship

from a final berth in the waters of the Gulf of Mexico.

The award, twenty-second to be given during the war, was presented by Captain Giles Stedman, superintendent of the Merchant Marine Academy at Kings Point, L. I., in the offices of the Gulf Oil Corporation, 17 Battery Place.

Captain Sigona, a dark-haired, quiet man, went through the ceremonies with composure, obligingly putting his gold-braided cap on and off ten times for photographers.

The *Gulfprince*, a tanker carrying a 75,000-barrel cargo of Navy fuel oil, was attacked at 6:30 a. m. by a single submarine. An alert lookout sighted the first torpedo and, after warning was sounded, the course was changed, causing the torpedo to strike a glancing blow on the tip of the bow and pass on without exploding.

During the next fifteen minutes, while Captain Sigona kept his ship zigzagging, the submarine fired four more torpedoes, all of which missed. The tanker then continued full speed ahead, while the submarine pursued her for two hours. When a patrol plane flew over, the submarine disappeared.

Captain Sigona, whose commands saved the forty three members of his crew, his valuable cargo and the 1,000,000 man-hours and \$3,000,000 which would be needed to replace his ship, was born in Pozzallo, Sicily, in 1902 and came to the United States when he was sixteen years old. He worked his way up in the Gulf Oil service until he became a captain in 1937.

Submarine fighting is the "dirtiest" fighting of the war, Captain Sigona said, "because they can see us and we can't see them."

Coast Guard Graduation

EARLY in 1943 the United States Coast Guard asked the Merchant Marine School of the Institute to prepare a special course to be given to a selected group of Chief Petty Officers and rated men. The course was so designed as to prepare the men to serve as Ensigns or Warrants aboard transports, also to be able to sit for their Third Mate's examination in the Merchant Marine.

In order to select a group for the course a special board of regular officers of the Coast Guard, and two members of the School faculty, was appointed to interview approximately one hundred and fifty men. Out of that group seventy-five, aged from 22 to 55 years,

were selected who had sufficient seamanship to qualify.

After eleven weeks of intensive training all seventy-five men passed the school examination, with 92% of them obtaining better than 80% in their grades as a combined average for the entire course. They also all passed the official Mate's license. The majority of the class received either a commission or a warrant in the Coast Guard.

Their official credentials were awarded on December 1st at Graduation Exercises held in the Institute's Chapel which was filled with the families and guests of the class, including many distinguished officers of the Navy, Coast Guard and Merchant Marine. The Institute's Director,

Coast Guard Graduates



the Rev. Harold H. Kelley, D. D., welcomed the graduates, and gave the invocation and benediction. Lieut. Wm. Rodewald, U. S. C. G. R., Dean of the Institute's Merchant Marine School presented the School and First Aid certificates, and Captain George Fried, in charge of Marine Inspection, presented the licenses as third mates in the Merchant Marine, and Rear Admiral L. C. Farwell (Ret.) U. S. C. G., awarded the Coast Guard commissions.

Rear Admiral L. C. Covell (Ret.)

U. S. C. G., Commanding Officer of the Manhattan Beach Training Station, gave the Graduation Address. He urged the graduates to develop true leadership by self-control, endurance, moral force and self-sacrifice. "When you join your ship," he said "you will find there a willing body of men who ask from you nothing more than the qualities that will command their respect and loyalty . . .

A reception followed in the Apprentices' Room through the hospitality of Mrs. Edith Baxter, its Supervisor.



Reading left to right: Rear Admiral L. C. Farwell (Ret.) U. S. C. G., Officer Procurement, Third Naval District. H. C. Elfast, Supervisor, Merchant Marine School. Clement L. Despard, Chairman, Committee for Education, Seamen's Church Institute of New York. Lt. Commander W. H. Dempsey, U. S. C. G. R., Director, Physical Education, Training Station, United States Coast Guard, Manhattan Beach. Captain John L. Beebe, W. S. A., Sheepshead Bay Training Station. Rear Admiral L. C. Covell, (Ret.) U. S. C. G., Commanding Officer, Training Station, United States Coast Guard, Manhattan Beach. Lieutenant William M. Rodewald, U. S. C. G. R., Dean of the Merchant Marine School. The Rev. Harold H. Kelley, D. D., Director, Seamen's Church Institute of New York. Lt. W. O. Dwyer, U. S. C. G., Captain George Fried, Officer in Charge, Marine Inspection. Rear Admiral James F. Hottell (Ret.) U. S. C. G., Lieutenant M. S. Cressy, U. S. C. G. R. Dr. Roy Kelley, Member of the faculty, Merchant Marine School.

Fort Schuyler Cadets

ON JANUARY 3rd the Janet Roper Club, maintained at 3 East 67th Street by the Institute, was the scene of a dance given in honor of the graduating class of the New York State Merchant Marine Academy at Fort Schuyler. About 65 of these young men, who have qualified as 3rd assistant engineers or third mates in the American Merchant Marine, also as ensigns in the U. S. Naval Reserve, attended the dance, each bringing his own partner. Music was provided by Andy Sanella and his Gang whose popular radio program is heard over Station WMCA.

Forty-eight of the cadets stayed at the Institute during the week of December 6th while sitting for their examinations at the U. S. Coast Guard Merchant Marine Inspection Service at 42 Broadway. They were quartered in individual rooms, ate in the Institute's dining room, and used the Conrad Library and Apprentices' Room for studying, and enjoyed tea and informal dancing during their five day stay.

It is of interest, we believe, to LOOKOUT readers that the New York State Academy is the oldest Merchant Marine school in the United States. It was established in 1873 under an act of Congress and its first location was the sloop of war *St. Mary's*. This famous vessel served as school ship for more than 38 years and was succeeded by the U. S. S. *Newport*, a barkentine rig, steam auxiliary gunboat in 1908. In 1931 the U. S. S. *Empire State* was given this assignment. The present site of the Academy, the remodeled Fort Schuyler, was dedicated in 1938. More than 450 cadet-midshipmen are being trained as officers of the Merchant Marine. All are eligible for commissions as Ensigns in the Naval Reserve and a large percentage will go on active duty in the Naval Reserve upon graduation. The remainder will serve as 3rd



COLOR GUARD

mates or 3rd assistant engineers aboard vessels of the U. S. Merchant Marine. Already 26 graduates of this Academy have lost their lives in the present war and their names have been suitably framed on a plaque. The Academy is located on the narrow strip of land known as Throgg's Neck, which juts into Long Island Sound at its junction with the East River.

Recently, the course of instruction at the Academy was accelerated from three years to a minimum of 16 months and a maximum of 18 months. The present war course consists of an Academic (shore base) Term of ten months and a Sea Term (cruise aboard the U. S. S. *American Pilot* supplied by the U. S. Maritime Commission) of six months. Cadets must be United States citizens and between 17 and 23 years of age.

The Institute is glad to extend its hospitality to these future officers in our Merchant Marine, just as it extends a welcome to cadets in the U. S. Merchant Marine Academy at Kings' Point.

Volunteers Develop Talents

VOLUNTEERS at the Institute are developing versatility in the various assignments they are given. One group of women have been volunteering as waitresses to relieve the labor shortage when the Institute serves special lunches in the Board and Apprentices' Rooms. The commissary pays them the same as waitresses, and the women turn the money into the Central Council Wool Fund for knitting sweaters and socks for merchant seamen.

Riding bicycles, bowling, visiting the Zoo, Hayden Planetarium and Metropolitan Museum — these are some of the activities of a group of hostesses who volunteer each Friday afternoon at the Janet Roper Club which is maintained by the Seamen's Institute at 3 East 67th Street for merchant seamen and their families. The young women are members of the chorus of the Theatre Guild's musical play "OK-

LAHOMA." They had volunteered to serve coffee, to wash dishes, or dance or sing, but so far their chief duties have been to convoy merchant seamen on bicycle voyages through Central Park or tours of museums.

Several husbands and wives volunteer, as receptionists, one as a photographer, one as a nurse in the Institute's Clinics. Others entertain in the Seamen's Lounge and at the Janet Roper Club by playing the piano, reciting monologues, (one volunteer does amusing bird and animal imitations!) telling fortunes, and two volunteer artists make sketches of the seamen which they can send home to their families. Many women are expert bridge, cribbage, gin rummy and checker players and devote their time to playing these games with merchant seamen who use the Institute's recreational facilities.

Children Pack Christmas Boxes

LEAVE it to Young America to think up ingenious ways of raising money! School children who belong to Victory Clubs have devised all sorts of methods of obtaining funds with which to purchase items for Christmas boxes for our Merchant Seamen. Mrs. Grafton Burke, Secretary of the Central Council of Associations reports some of these money-raising methods:

The Pleasant Ridge School of Cincinnati, Ohio, sold 16,400 doughnuts.

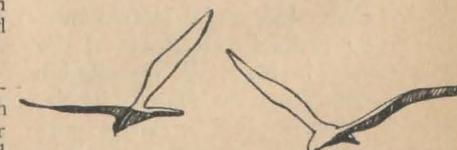
The No. 6 School of Cleveland, Ohio, shined shoes.

The Rye, N. Y. Country Day School conducted a popularity contest in which votes were cast for Bing Crosby or Frank Sinatra. Each student voted as frequently as he or she wished at ten cents per vote. Crosby raised \$45 and Sinatra \$15!

P.S. Not to be outdone by these youngsters, one of our older friends sent in \$50.00 "For a New Year's Party for seamen at the Janet Roper Club" and she said that the money came from the sale of "an old race horse!"

SEASICKNESS PILLS EFFECTIVE

Seasickness finally has yielded to scientific research. A pink pill holds the secret. Its composition has not been revealed but the Royal Canadian Navy has announced that the pills are available in quantity and are being issued. Two of the capsules taken two hours before going aboard ship serve as a preventive of seasickness and are reported to be equally effective as a curative agent if taken after mal de mer has developed. The research which led to this simple treatment was carried on under the direction of Captain C. H. Best, co-discoverer of insulin, and Dr. Wilder Penfield.



James M. Keen



Obie W. Powell



W. Shearer



Wm. McCullough

Sketched at the Janet Roper Club

Mrs. Helen H. Lawrence and Miss Marjorie Murray volunteer their services an evening each week at the Janet Roper Club making sketches and portraits of merchant seamen. These are sent, at the seaman's request, to his family who, of course, cherish these original portraits. Other seamen gather around the "subject" when the artist sets up her easel and enjoy watching her sketch.

This idea of sketching seamen originated with Mr. Le Roy P. Ward, member of the Society of Illustrators about a year ago (See August, 1943 LOOKOUT) who sent artists to clubs and canteens.

Aboard An Army Transport

By Arthur H. Harrison

EDITOR'S NOTE: The author is Chief Carpenter at the Seamen's Church Institute of New York. In August he asked permission to extend his usual summer vacation in order to ship out as a carpenter's mate on an Army transport ship.

MONDAY—Finally signed articles and got my dunnage aboard. Tried to learn my way about this big ship. Took soundings and some job, spent the rest of the day at the usual routine carpenter's work.

THURSDAY—The first soldiers came aboard this P.M., hundreds of them each with his rifle, full field pack and barrack bag. They kept on coming all night, looks crowded, and it's becoming difficult to get around . . . Our open decks are full of soldiers, poor devils, having to sleep out regardless of the weather. Eating is a 24-hour process.

SUNDAY—Today started in beautiful but it has been showery at times. The sea is smooth, beautifully blue. Most of the soldiers are from inland and are amazed at the sight of so much water. The blackout has just been ordered and we have to close all ports, making it very close and uncomfortable here in the fo'c'sle. We are in a convoy of about 44 vessels, not counting naval escort. One of the men who works in the galley told me they had been cooking chicken since last Friday, and had prepared eight tons of chicken which is a lot of chicken, in any man's language. Lots of flying fish in sight, all day long, a very interesting sight to most of the soldiers.

WEDNESDAY—The 11th day of perfect weather. Never saw 11 straight days of such weather at sea in my life. Was up to see the sun come up this A.M., it came up with the eastern sky like a sheet of burnished gold etched with wisps of silver grey clouds that looked as if the master painter put them on with a paint brush, you could hon-

estly see the brush marks. Two English tramp ships joined our convoy about 3 A.M. and we had to slow our whole fleet down to 10 knots to suit them. We are now in the Mediterranean Sea, passed through the Strait of Gibraltar at supper time and were abreast of the Rock of Gibraltar at 5 P.M., it is only 17 miles across the Strait so we could see land on both continents. It is sure rugged on the African side and not exactly smooth on the Spanish side. One high point on the African side had a village on top of it with a high stone wall that took in the whole top of the mountain; it sure would have been some job to take it in the old days, but today we could sit out in the water and blow it to Kingdom come.

THURSDAY—Arrived at Oran, and we set our clocks, putting us 5½ hours ahead of New York time. I sat upon the fo'c'sle head for over an hour watching the troops disembark from our ship; it sure was interesting but I felt sorry for those boys as they were loaded down with equipment and it is very hot here. Caught a ride to Oran to look around and buy a few souvenirs. Walked the eight miles back. Saw a herd of over 100 goats and saw lots of those little long-eared jack-asses, what loads they put on those little fellows . . . We expect to load prisoners Monday. The Italian prisoners were sure a sorry looking bunch of men—dirty, ragged, with every conceivable kind of clothing on, some barefooted, some with sandals, some with shoes and a few with boots, probably officers. The seamen are having a fine time swimming in Mussolini's sea—We had an alert last night for ¾ hour, every light out, every man with his steel helmet on and under cover, not a light to be seen

on the many miles of shore line.

WEDNESDAY—Big news tonight. Italy has surrendered unconditionally. Whether we will take these Italian prisoners to the States, I don't know. There is talk of unloading these prisoners into a concentration camp and going somewhere else for a load of German prisoners . . . They put several hundred casualties aboard our ship today, wounded, sick and mental cases, some of them pitiful to look at. Our chief carpenter went ashore to see if he could find his boy, and with the help of our ship's chaplain and the chaplains of the Armed forces, he finally found him so sick with dysentery and fever that the boy didn't know him. It broke "Chips" up pretty badly and he started right in to pet the boy who is to be discharged from the Army and going home with us. "Chips" returned to the hospital and there was a good chance that his son will go home with us . . .

LATER—The chief carpenter got his son aboard, a nice clean-looking boy. He can't remember a thing that happened any time in his life before his father found him in the hospital in Oran. He has a bunk in his father's room. I think the trip home with his father will do more good than all the doctors and medicine in the world.

THURSDAY—What a day this has

been. We got called early to get under way, had breakfast, then got orders to wait for further orders. They took the Italian prisoners (all from Sicily) off the ship at noon and loaded Germans, several hundred of them. The guards we had for the Italians were so glad to be going home as some of them hadn't been home for 10 months, but the poor devils had to go ashore with their prisoners and try to forget about home. Tough luck! One of the German officers was asked what difference Italy's surrender would make in Germany's war plans. He said "Not a bit, as Germany will win just the same". Such colossal arrogance! Homeward bound, hooray! We have the same convoy as before and the same positions in it. We had a lot of the "master race" on deck this P.M. for an airing, boy, is it a laugh to look at this bunch and remember that Hitler spoke of them as supermen.

THURSDAY—Another day nearer home, and that is what counts. This has been a beautiful trip and I like this ship a lot, if I was going to sea all the time I wouldn't leave this ship for anything. Have met some very nice fellows on here, men that it is a pleasure to be shipmates with. Time went back another half hour today. Four of our ships left us tonight to go to another port and we are on the last leg for home.



Ship News

Relaxation of security regulations to speed the movement and handling of mail to American merchant seamen who are far from home on war service was announced by the War Shipping Administration today.

In announcing the new system the WSA pointed out that letters from home are a big factor for merchant ship crews as they are for soldiers, bluejackets, and Marines. All families and friends of merchant seamen are urged to write frequent, cheerful letters to the men while they are at sea.

Seamen sometimes do not have the opportunity before sailing of advising relatives and friends of the proper form of address. Accordingly, security regulations now have been relaxed to permit a seaman in a foreign port to notify those at home of how to address mail to him by including the name of his ship in letters enclosed in envelopes, but not on the outside of envelopes. However, seamen are urged to transmit the information before sailing whenever possible.

To insure delivery of seamen's mail the following form of address must be used: The first line should be the seaman's name, the second the name of his ship, the third "care of Postmaster" and the fourth New York, New Orleans or San Francisco, according to the coast from which the addressee sails. The return address on mail from home should appear in the upper left hand corner and in the lower left only the name of the steamship line.

As heretofore, seamen may not under-

any circumstances include in their letters any other reference to either their own or other ships' movements, ports touched, or any similar information which might be of value to the enemy.

Come the "lakers" by the dozen.
Manned by rugged and motley crews

Porpoises Battled Whales, Saved Two Men on Raft Ship Survivors Tell of Watching Indian Ocean Combat

NEW ORLEANS, Dec. 9 (AP).—Two members of the Navy's armed guard credited today friendly, fighting porpoises with probably saving their lives while they were adrift for forty-four days last July.

The men, Seamen First Class Edgar A. Weihe, of Louisville, and Lonnie Whitis, of Eubank, Ky., were members of the Navy gun crew aboard a merchantman torpedoed in the Indian Ocean.

The two managed to get aboard a large life raft which was well provisioned, they said. On the twenty-eighth day a school of six whales sighted the raft.

"They formed a line and came rushing at us," Seaman Weihe said. "They all sprayed water over us and the waves they raised knocked the raft so much we could hardly hold on."

Two porpoises appeared about that time, the survivors said, and engaged the whales in fierce combat before driving them off.

Seamen Weihe and Whitis were rescued on the forty-fifth day by a United Nations merchant ship.

thought would interest LOOKOUT readers, so we are publishing a photograph of her collection. Mrs. Clayton W. Finch has been collecting these miniatures for a number of years during her many trips abroad. The collection includes models of an Elizabethan vessel, a Spanish galleon, a Viking ship, a Roman trireme, a packet, a clipper ship, a Venetian gondola, et cetera. The models are of gold, silver or glass.



Photo by Marie Higginson

Christmas At 25 South Street

CHRISTMAS was celebrated at the Institute in a variety of ways. It began on Christmas Eve at noon, with carol singing in the Chapel in which a large number of seamen heartily joined. At 10 P.M. the Institute participated in a round-the-world Christmas broadcast, sponsored by the Office of War Information. Two-minute interviews were held with sailors aboard battleships and aircraft carriers, with soldiers in Alaska and Algiers, with marines at Tarawa and Bougainville, with a Coast Guard patrol boat crew, and with a merchant seaman interviewed by Announcer Bob Stanton of National Broadcasting Company from the stage of the Institute's Auditorium. Chief Steward George Jack Kessel told the radio audience (estimated at 20 million) of his experiences while spending 20 days in a life boat with 14 other survivors of a torpedoed ship, in the Indian Ocean. When the ship was hit, Kessel was below playing his mandolin. He ran on deck, tossed the mandolin into a lifeboat. They spent 20 days in the lifeboat and the music helped to keep up their courage.

Kessel got his shipmates to singing — all the old favorites at first, then he began to compose songs of his own — about the boys in the boat, the folks back home. He wrote "Hats Off To The Merchant Marine", "Please Stay Out Of My Dreams" (which was introduced on Nick Kenny's radio program) and "Heroes in Dungarees", "Let's Turn Back the Clock" and others. Kessel is probably the only composer who ever wrote his songs in a life boat — and probably no composer ever had a more appreciative audience.

On Christmas Day a Holy Communion was celebrated and at 10:30

the annual Christmas service was held, with the Institute's Director, Dr. Kelley, preaching, at the latter and the Institute's organist, Miss Anne W. Conrow, conducting the music.

At noon, 1200 Christmas dinners were served (turkey, which was especially appreciated) and seamen of the United Nations adjourned to the Auditorium, where Dr. Kelley greeted them. They enjoyed solos by Miss L. Sherman and Miss Shirley Wagner, who sang "White Christmas" and "Silent Night", and Sonja Henie in the film "Wintertime", and, in the evening, "For me and My Girl", starring George Murphy, Judy Garland and Gene Kelley. British, Belgian and Dutch seamen enjoyed special parties on Christmas Eve in their own Club rooms.

About 500 sick and convalescent seamen in marine hospitals received Christmas boxes distributed by the Institute's chaplains — a Christmas custom for more than 25 years. Every seaman staying at the Institute on Christmas Eve — about 1,000, received a Christmas box — all of which were packed by volunteers from every State in the Union and of every age group from Victory Club youngsters to residents of homes for the aged.

A Christmas dance was given on December 16th at the Institute for 145 trainees from the Sheepshead Bay station of the Maritime School.

At the recently opened Janet Roper Club, 3 East 67th Street, also maintained by the Institute, merchant seamen and their families enjoyed a Christmas Eve party with carol singing, games, exchange of gifts, and on Christmas night a dance, and Christmas boxes were given to all the seamen.

OVERCOATS are needed for seamen who are coming out of hospitals and must spend some time in convalescence before they can again earn money and return to sea. Will readers who have overcoats they can spare please help us to replenish our Slope Chest? We also like to keep some overcoats and shoes on hand for emergencies when shipwrecked crews who have lost all their belongings are brought to us. Please mail to the DEPT OF SPECIAL SERVICES, 25 South Street, New York 4, N. Y.

Book Reviews

U-BOAT PRISONER

The Life Story of a Texas Sailor

By Archibald Gibbs

Edited by Eugene Leuchtmann

Houghton Mifflin Co. \$2.00.

This is the story of how an "under-dog" who endured poverty, cruelty and hardship in his youth, became a seaman, because of his love for the "clean, quiet sea" and how he became a "one-day" hero when, cast into the sea from a torpedoed ship, a German submarine kept him prisoner for four days. His chapter on the Merchant Marine is realistically, and in some places, dramatically told. He has a real poetic sense about the sea; for example, he writes:

"I remember everything about that first trip as if it were yesterday—the way a ship smells, the way she rides a long swell, the way she bucks in a chop, the long, slow recovery and the quick roll she had (her cargo must have been stowed by experts) and the smell of the salt air. I knew after the first trip that I was cooked—I would never go back to working ashore again. I liked the long, quiet evenings near the Equator when there wasn't a breeze and the only wind was the wind the ship made, when the sky was so clear you could almost reach up and take any big star you wanted out of the sky. Sick as I was, I remember how wild and beautiful the water off Hatteras was, because when I forgot everything else I could still see that white, crazy sea."

"The desert is beautiful at night and the stars are almost as big as they are at sea. You smell the sage and the air is so dry that you feel you could lift a mountain. But at sea you look out all around you and there's nothing but the black ocean and the black sky with the big stars in it, the slow thump of the screw and the sound of the engine like someone breathing regular and slow in a deep sleep. The deck under you moves a little all the time, and the air is rich and heavy, like good, strong coffee."

"It's the quiet at sea that I liked, and I think almost every sailor likes it. Many a time I sat on deck, or lay stretched out, and Chips would be sitting next to me, or lying down, face up to the sky, saying nothing for a long, long time. We'd lie there for an hour, maybe, or sit for an hour looking out into the black water with the lights from the ship shining on it, and Chips would say, 'How about a cup of jamoake, mess?' and we'd go forward to the galley and get big mugs of hot coffee

and hunch down near the rail drinking it.

"It's a fine life at sea, and you remember a lot of nice things about your trips and forget the hard work until you ship again."

M. D. C.

TO ALL HANDS

An Amphibious Adventure

By John Mason Brown, Lieut., U.S.N.R.

With a Foreword by
Rear Admiral Alan G. Kirk, U.S.N.

Whittlesey House \$2.75

The Admiral's message is addressed "To all hands: we are sailing to Sicily. We are going to land a division of Army troops on the southern coast of the island, on beaches near a small town called Scoglitti . . ." Each day aboard the flagship of the U. S. Atlantic Fleet's Amphibious Force, Lieut. Brown broadcast from the bridge to the officers and crew. Over the ship's loudspeaker, he gave play-by-play accounts to the men below, for as Admiral Kirk said, "only one man out of ten on a modern ship in combat can see what is going on." Lieut. Brown's years as a dramatic critic gave him the experience he needed to make his broadcasts interesting, not only to the ship's company, but to readers ashore. This book is effective because the author talked not down to, but with his seamen listeners, helped them to realize their important part in the big enterprise of invading Sicily. It is enlivened by humorous anecdotes, apt quotations from the classics, and excellent illustrations by men who were there when it happened.

M. D. C.

GREAT SEA STORIES

Edited by Joseph Lewis French

Foreword by Admiral William V. Pratt

N. Y. Tudor Pub. Co. 1943.

In these twenty-nine tales, the reader is carried away in tall masted schooners and in small PT boats, through all the oceans, and through most sea experiences. Whether the stories are by the great sea writers of the past as R. H. Dana or Herman Melville, or by writers of today, action is stressed.

A story of the present which takes its place in this collection of sea classics is "The Battle for Sevastopol" by Eugene Petrov.

"Great Sea Stories" would make a fine gift for any devotee of sea literature and most especially should it be on the list for any teen age boy.

I. M. A.

Marine Poetry

I'LL GO TO SEA NO MORE

One morning in the early Spring
As I was "Outward Bound"
I had no tin, to pay for gin
I walked the Streets all round
My coat was out at the elbows
I was weary and footsore
When I shipped aboard of a packet ship,
they call the "Shenandoah".

Chorus

No more I'll pull upon the lee fore brace,
By the royal halyards stand,
No more at the cry of "Aloft" I fly,
with the tarpot in my hand,
No more I'll square the big main yard,
or flying jib haul down
Gaff top'sail tack I'll dip no more or
run the "Easting" down.

Chorus

No more I'll keep my first lookout, or
take my dog watch wheel
No more at the cry of "Aft" I fly to
hold the big log reel
I'll reef no more the topsails as I did
in many a storm
T'gallant's sails I'll make fast no more
No more I'll round the Horn.

Chorus

I'll go to sea no more, and sail the
Western Ocean
A-hauling and a-bawling, no more I
ever will
I'll go to sea no more, and sail the
Western Ocean
As long as I live I'll stay ashore and
go to sea no more.

—By Michael Folan

Old Song Recorded

CHANTIES

Sea with grinding shoulders
heaves against the shore,
stumbling over boulders,
rising still to roar
water's old defiance
thwarted of its will,
which in cast alliance
promises to kill
all that rose above it,
all that they create,
all of those that love it,
as well as those who hate.
Gulls in cloud and seamen
clinging to their ships
mock the sea with demon
beaks and singing lips.

—I. W.

Montreal.
Journal of Commerce & Shipping Telegraph.

—Keith Thomas.

The New York Times, October 15, 1943.

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**Elected December 23, 1943.