

*The*  
**LOOKOUT**

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"THE LONG VOYAGE HOME"

*From the painting by Georges Schreiber.  
Courtesy, Associated American Artists.*

"With their hates and desires men are changing the face of the earth—but they cannot change the sea. Men who live on the sea never change—for they live a lonely world apart as they drift from one rusty tramp steamer to the next, forging the life-lines of nations."

*(From the Prologue to the motion picture "The Long Voyage Home")*

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



"THE LONG VOYAGE HOME . . ."

THE COVER REPRODUCES the painting by Georges Schreiber, showing the reactions of four seamen when their ship, within sight of their home land, is attacked by enemy airplane bombs and machine gun bullets.

Courtesy, Walter Wanger, producer of the screen version of Eugene O'Neill's drama "The Long Voyage Home." See page 5 for further details.

The  
**LOOKOUT**

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SEAMEN'S CHURCH  
INSTITUTE OF NEW YORK

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SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK  
25 South Street

"Our Sanctuary"

Almighty Father, with Whom is no distance, and no darkness, and no power too strong for Thy ruling; we beseech Thee to bless on all seas the vessels of our fleet and merchandise, our sailors and our fishermen, with all that go to and fro and occupy their business in great waters; save them from dangers known and unforeseen; deliver them from strong temptation and from easily besetting sin; teach them to mark Thy works and wonders on the deep; fill them with kindness, loyalty, and faith, and help every man to do his duty; through Jesus Christ our Lord. Amen.

Courtesy, "Missions to Seamen", Sydney, Australia.

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.

# The Lookout

Vol. XXXI

October, 1940

No. 10

The Ways and Means Committee takes pleasure in announcing that plans have been completed for the Institute's



## Annual Fall Benefit

to be held on

*Tuesday Evening, October 29*

at 8:30

at the 51st Street Theatre

We have reserved the orchestra and loges for

## *The Ballet Russe de Monte Carlo*

Orchestra seats, rows 1- 3 inclusive are \$12.50

rows 4-11 10.00

rows 12-15 7.50

rows 16-23 5.00

Loges (first row) 7.50

(2nd and 3rd rows) 5.00

(fourth row) 3.30

We have been fortunate in arranging a well-balanced program of two new ballets and one old favorite: "THE NEW YORKER", set to the music of America's most famous composer, George Gershwin, and directed by Leonide Massine; designed by Rea Irwin after characters by Alan Dunn, Helen Hokinson, William Steig, and other NEW YORKER magazine favorites. Also "SERENADE" a symphonic poem in motion as choreographed by George Balanchine to the romantic music of Tchaikowsky's "Serenade for Strings". Finally, the ever-popular "LA BOUTIQUE FANTASQUE" (The Fantastic Toyshop) danced by Massine to music by Rossini and decor by Andre Derain.

The same fine dancers, Alicia Markova, Mia Slavenska, Alexandra Danilova, Frederick Franklin, Igor Youskevitch and of course the inimitable Leonide Massine will lead the company of 65 dancers, with Efreim Kurtz conducting the symphony orchestra.

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



## Hail S.S. America!

ON JULY 29th, the new United States liner "America" sailed proudly into New York harbor and received the traditional greetings of all the harbor fleet. The newspapers carried complete reports of this civic welcome so we shall not repeat here. However, LOOKOUT readers will doubtless be interested in the comments of Felix Morley, editor of the Washington, D. C. Post (and brother of the author, Christopher Morley, who opened the Institute's Conrad Library); also a description of the new ship in an editorial in the New York TIMES.

Mr. Morley said: "Having traveled on some of the super-liners I can testify that the slower and smaller *America* is also easily the most attractive, both in decorations and in that indefinable element of personality which every ship possesses. This splendid new ship . . . will develop the 'competent, resourceful and disciplined personnel' which the Maritime Commission rightly regards as essential to the permanent regeneration of our Merchant Marine."

From the TIMES: "Fresh from the builder's yard, she is clean, handsome and worth the admiration she has evoked from an impressionable city. Her lines are buoyant. She has been dramatically designed, with two powerful funnels set well forward. Her tall bow, rising to a gentle bulge, towers well above the pier-shed. . . . There is something especially inviting about a new ship. The *America's* fresh paintwork glistens. All the yellow cordage is new. The varnish shines on the deck rails. Smoke has not yet begun to smudge her mainmast, thanks to the wing design of her working funnel, it has hardly smeared the red, white and blue funnel paint symbolic of the United States Lines. Everything inside is soft and reassuring, as though she

had been built like a hotel on steel piles driven down to hard rock. But as she lies perfectly erect in the flat water of a Chelsea dock she seems like a self-contained piece of beautiful construction and a credit to her interior decorators.

"What makes her a ship and not a hotel is the fact that naval architects imagine things that a landsman hardly knows about. As you leisurely promenade about her decks you will notice that she is stoutly built. The glass is thick. The teakwood doors are heavy and swing on enormous hinges. The motor lifeboats, suspended on stanchions, are secured against shocks and motion that no building will ever experience even in an earthquake.

"Up forward the passengers' companionway is daintily paneled and the floor material is soft on the feet. But notice that the companionway ends in a massive teakwood door, swinging above an especially high washplate, and just beyond hangs a steel watertight door that can be clamped shut. In dock these seem like inconveniences in strolling about the ship. But there will come a day when nothing will seem so important as this seaworthy construction. Heavy green seas will be thundering against the watertight door, and in spite of the careful insulation salt water will swash against the wash plates inside; and this somber corridor, now silent and genteel, will creak, snap and whine in some unknown language of marine complaint.

". . . Already the seamen have begun the endless tasks of touching up her white work with fresh paint. The washing, polishing and wiping have begun. On the boat deck a gang of seamen, their dungarees turned up at the bottom, are scrubbing wet sand with long-handled holystones, displaying no apparent enthusiasm for a chore that will be constantly repeated.



Airplane view of the S.S. America and the Seamen's Church Institute of New York (encircled).

"On August 10th, amid gala ceremony, the *America* will pull out for the first of her West Indies Cruises among the delectable islands of a cerulean sea. For the comfort of the passengers it is to be hoped that the seas will be wonderfully tropical and on their best behavior. But she was laid down two years ago for the North Atlantic trade and some day will meet the seas she was built to reckon with ably. Those masts that stand so still in New York City will teeter through the sky. Those slant oval eyes near the crown of the bow will plunge into angry seas and stream with water; and even the bridge, now so arrogantly remote, will get a ducking. The whole ship will be in action. Her grandest days lie ahead."

That fine word picture, with its well-balanced lights and shades, is the "*America*". The picture would not be complete, however, without mentioning the men who man her: Captain Giles C. Stedman, the Master, formerly of the S.S. *Washington*, has a record to be proud of. Mr. Ganly, the Chief Engineer, who

watched the vessel grow from ship's cradle days; Mr. King, the Chief Steward, whose interest is the passengers' comfort, and Mr. Richmond, the painstaking Executive Officer, and the rank and file of the crew, all so essential to the smooth operation of a large passenger vessel have been brought up in the traditions of the United States Lines and the American standards of efficiency and service.

We know that LOOKOUT readers join with us in a fervent hope that the good ship "*America*" may always be employed in peaceful pursuits.

### Sailors' Day

Sailors' Day and Navy Day will be jointly observed at the Cathedral of St. John the Divine on Sunday, October 27th, at 4 o'clock, in honor of the Merchant Marine, Navy and Coast Guard. The Rev. Harold H. Kelley, Director of the Institute, will participate. Dean James R. DeWolfe will preach. LOOKOUT readers and their friends are cordially invited.



## Many Other Ships Named "America"

WITH the arrival in New York harbor of the United States liner "America" waterfront discussions veered, temporarily, from the war and politics, to ships and records of ships. Sitting in on such a conversation in our officers' reading room the Lookout editor learned of many other vessels named "America" and of their interesting histories.

For example, the first elephant ever brought to America was carried aboard the ship "America" (built in 1788 of 561 tons) owned by Messrs. Gouverneur and Kemble of New York City. The elephant behaved remarkably well during the passage according to the captain's diary, "accommodating himself to his straitened quarters and hard fare with a patient philosophy worthy of general imitation." He was accompanied by a native Bengali who made a tour of the United States with him. The job of carrying the elephant on the "America" was managed by having him securely slung and raised by a windlass. Richard McKay, grandson of the famous clipper ship builder, Donald McKay, has an old print illustrating how the elephant was carried.

Another ship named "America" was the 1,832 ton *Cunarder* which was typical of the early steamers. Her high bulwarks enclosed a series of small cabins ranging alongside the paddleboxes. On the starboard side were the quarters of the second and third officers and the houses for the butcher, baker and cow. On the port side were compartments for the purser, surgeon, cook and ship's stores. Above their roofs were overturned lifeboats which sheltered fresh vegetables. The cook helped himself to these frequently and the cow looked at them longingly. In the center, and near the stern, was the wheelhouse. In the dining salon, according to William Chambers, a passenger, bottles and glasses were suspended above the tables on a

swinging shelf. The staterooms were lit by oil lamps, one between every two rooms. (What a contrast with the new *America*!) These lights were put out at ten o'clock every night. There was no ventilation and no hot water.

Still another ship was named "America", a frigate of 654 tons built in France in 1797 and named originally "Blonde", was purchased by George Crowinshield of Salem, Mass. and in 1800 established a record for the fastest run from California to Boston, in 103 days. Forty years later a passage of 104 days was claimed as a record until historians discovered the "America's" record. Another steamship named "America" belonged to the National Line.

The most famous yacht was named "America". She was launched May 3, 1851, designed by George Steers and built by William H. Brown. She was 170 tons, owned by a syndicate of the New York Yacht Club, George L. Schuyler, John C. Stevens. On August 22nd, she beat the "Aurora" off the Isle of Wight in the race sponsored by the Royal Yacht Squadron.

There was the packet ship "America", the German steamship "America", the privateer "America", built in 1804. She could do thirteen knots and had a larger spread of canvas than any other sailing ship. There was also the "America" of Boston which, in July 1833, in command of Captain Eldridge, established the Calcutta to Boston record of 89 days. In 1740 there was the frigate "America" with 50 guns. Then there was the "America" ship of the line, built in 1777 in Portsmouth, N. H. of 346 tons, presented to France by the owner, George Talbot of New York.

The name "America" was selected by the United States Lines for the new ship after thousands of letters were received from all parts of the country suggesting names.

## The Long Voyage Home

A POWERFUL drama of the sea based upon four of Eugene O'Neill's stirring one-act plays\* has just completed production in the Walter Wanger Studios in Hollywood. The story is the saga of the *S.S. Glencairn*, a British freighter which sails from the tropics on a long and adventurous voyage through the war zone to her home port. The ship carries a cargo of dynamite and a crew of men who offer tragic and dramatic character studies, as directed by John Ford, famed especially for his "Informer", "Grapes of Wrath" and "Stagecoach". Walter Wanger, the producer of the film, thought that the subject matter offered stimulating material for artists to interpret and record on canvas. He invited nine American artists, Thomas Benton, Grant Wood, Raphael Soyer, Robert Phillip, Ernest Fiene, Georges Schreiber, Luis Quintanilla, James Chapin and George Biddle to Hollywood to execute the largest commission ever given to American art by the motion picture industry. The artists took the mass commission (\$50,000.) with the understanding that they were to have complete freedom of choice of subject matter. Under these conditions eleven paintings resulted. The exhibition, which has been at the Associated American Artists' Gallery in New York, will now tour the country through the museums for two years.

How differently nine outstanding painters interpreted the same basic material is strikingly illustrated in the paintings. Thomas Benton's canvas depicts the seamen's return, after long months at sea, to a London sandbagged against air raids. Ernest Fiene's portrait of John Wayne (reproduced here) shows him as a big Swedish seaman at work camouflaging the ship on the voyage. Grant Wood portrays the film's leading characters in a Limehouse saloon. Robert Philipp's painting shows Thomas Mitchell in

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Portrait of John Wayne by Ernest Fiene  
Courtesy, Associated American Artists and "Art News"

jacket and cap as a rough and ready Irishman. George Biddle's painting shows John Qualen in the part of a sensitive young Norwegian sailor. James Chapin chose for his subject the scene in which Yank (played by Ward Bond) lay dying after his fatal injury in a battle with the storm, his captain (Wilfred Lawson) and a loyal ship mate (Joseph Sawyer) by his side.

\* In 1927 one of Eugene O'Neill's plays, "The Long Voyage Home", was presented on board the new French liner "Ile de France" by the Episcopal Actors' Guild as a benefit for the Seamen's Church Institute of New York. Lady Armstrong, wife of Sir Harry, at that time British Consul General, spoke before the play and pointed out how the Institute prevents such unfair treatment of the sailor as shown in Mr. O'Neill's play. The moving picture has special significance to the Institute because O'Neill went to sea himself after leaving Harvard, and he put up at the Institute between trips.



## Dramatic Days at Dunkirk

WE RECORD here some almost unbelievable experiences prior to and during the evacuation of Dunkirk. They were relayed through the "Church and the Sailor" published by the Missions to Seamen, London. Some readers may have visited the Institute in Dunkirk. It is, or was, a fine building splendidly equipped as a memorial to the Dover Patrol of the last war. The following extracts from the chaplain's diary, the Rev. Denis Daly, indicate how these Institutes, both in America and in Great Britain, are geared to meet emergencies of all kinds. For example, the New York Institute, has a well-stocked "sloppe chest" where suits, coats, dungarees, shoes, underwear, etc. are available for shipwrecked, torpedoed crews and also for seamen temporarily in need.

Since World War II began the Institute has been host in its thirteen-story building to twelve crews of British, Dutch, Nova Scotian, Norwegian and Finnish ships. Since Moving Day and Fall housecleaning are in the offing, contributions of men's clothing, overcoats, sweaters, shoes, etc. will be appreciated. Just telephone the Institute at Bowling Green 9-2710 and ask for a seaman messenger to call for the clothing, or if the bundle is small, mail by parcel post to Welfare Department, Seaman's Church Institute of New York, 25 South Street. Thus, the Institute will be prepared for the next group of seamen who may need emergency help.

Here are the excerpts from Chaplain Daly's diary of the last days at Dunkirk:

"May 6th. At 2 p. m. I received a 'phone call telling me of the wrecking of the s.s.—owing to a mine. I at once got the 3 ambulances stationed at the Institute to rush to the pier in case there should be any wounded seamen. We met 32 members of the crew and took 3 wounded men to the Hospital. One had a

broken leg, another two broken ankles and the third an injured spine. The rest of the crew were housed in the Institute and given a hot meal soon after arrival. Next day we bought warm clothing for them and put them on their way to England. Many of them returned thanks to God for their deliverance. Three other men were placed in Hospital from other ships suffering from wounds caused by accident. Most of that night we spent in the cellar as it was the only place to escape the noise of the guns.

"May 10th. Many sailors came to spend the day with us owing to heavy firing in the docks. H.M.S. \_\_\_\_\_ came in to re-fuel; she had destroyed 5 enemy planes in 48 hours. We entertained the crew at the Institute.

"May 12th. A day of heavy firing. Most people were up all night. I took more seamen to Hospital; the last was a West Indian with a poisoned arm. H.M.S. \_\_\_\_\_ and \_\_\_\_\_ came in for provisions. I was asked to put up 26 Naval ratings and feed them for a number of days.

"May 14th. Dunkirk was invaded by refugees. British refugees from Belgium made their way to the Institute and we helped as much as we could. One of them gave his car to the Mission in recognition of our work. From now on, the Institute was overwhelmed with refugees, shipwrecked seamen and our seamen and airmen. Every night was a night of terror. Among the refugees were 18 nuns, the faces of some shattered by shrapnel. We made ourselves responsible for sending people down to the ships for passage home. We took charge of hundreds of prams, suitcases, etc., to get them aboard ship. No old people, or women with babies or expectant mothers were allowed to walk; we provided transport for them all free of charge.

(Continued on Page 8)

## "The Sailor Home from the Sea"

"HOME!" gasped the ship's purser. "Home! The sailor home from the sea. Sailors don't have homes. I tell you, when a sailor gets so old he can't work any more they ought to sew him up in a staysail rag and heave him over the side. Then he'd be really home. Home at the bottom of the sea—in Day Jones' locker, where he belongs. This is home to me. This ship! When she finally gets old like I am now they ought to break me up with her. Meantime, I'd like to stay with her—so we could both go together. But the company's retirin' me. They're breakin' out the homeward bound pennant for the last time. I'm long past the age limit. After half a century of voyagin' up and down the world, in sail and in steam, in fair weather and foul, I'm about to become the most useless mortal on earth—the sailor home from the sea. When a man's been at sea as long as I have he has no home. He's just a piece of driftwood cast up by the sea. He may have the kindest people in the world, but he's a stranger to them, a stranger, a guest and an outsider."

The above words were spoken by Mr. McCubbin of the "Lusitania" and are recorded by Jack Lawrence, ship news reporter for the old New York Evening Mail, in his book "When The Ships Came In" reviewed in this issue, Page 12.

The "Lusitania" lies in some three hundred feet of water about ten miles west southwest of Kinsale Head and Mr. McCubbin went down with his ship.

\* \* \* \* \*

Many seamen mourn the loss of merchant ships during the present war—ships in which they have served their apprenticeship, have worked for a beloved captain, have associations and memories. Recently, a Dutch sailor who had served in the "Statendam" and was later transferred to another ship, commented: "When I read of the bombing of Rotterdam and learned that the "Statendam" was damaged, beyond repair, I knew that I had lost my real home. She was home to me for a number of years. Now, the only home left is—here at 25 South Street. My family's home in Veere was completely demolished."

Joyce Kilmer has a poem the last lines of which read:

"I never have seen a vagabond  
Who really liked to roam  
All up and down the streets of the world  
And not to have a home;  
And the only reason a road is good  
As every wanderer knows,  
Is just because of the homes, the homes,  
The homes to which it goes."

So the Institute's task is to provide a real HOME for thousands of merchant seamen who sincerely appreciate the clean, comfortable, friendly surroundings, and the congenial atmosphere—all made possible by the generous gifts of loyal friends. Kindly send regular (and extra) contributions to the

SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK

25 South Street, New York, N. Y.

to help maintain this "home away from home" for self-respecting men of the sea.



A ROOM WITH A VIEW



A LETTER HOME



A CLASS IN SPLICING

Photos by A. Eriss



## Dramatic Days at Dunkirk

(Continued from Page 8)

"May 18th. We heard that H.M. S. ——— had come to grief. 60 men were sent to the naval Barracks and 24 to Hospital. To each we gave 20 cigarettes and two bars of chocolate. The Captain said he had had to leave four wounded men in Flushing; he was determined to go and find them, so leaving the 24 wounded to be evacuated by me, he set off with two ambulances. Having arrived at the banks of the Scheldt he decided to swim across to Flushing. There he got a rowing boat, put his wounded men in it and got back safely to Dunkirk with the men in the ambulances.

"The nights were now spent tending refugees in the cellar of the Institute. On the night of May 18th/19th the staff of the Brussels Embassy lay on the floor with many others. Bombs fell about every fifteen minutes and town and docks were blazing. On the night of May 19th/20th 70 seamen came for shelter since their ships were ablaze. On the Monday morning no shops were open and there was no water or bread. Sill refugees came for shelter. They had to be led down the docks to the waiting ships. The

last refugee ship left on Tuesday, May 21st. I was also asked to go, but we had a further influx of shipwrecked men, 30 in all, so I missed the boat, which was heavily bombed as she left the quayside. We gave the men tea and tinned sausages. Not a house or shop was undamaged round the Institute. One bomb fell on a pathway 10 yards from the Institute but did not explode. All the little craft outside the back entrance were sunk or ablaze. The air was charged with heavy smoke and the night was lit up like noon-day.

"May 22nd. Had a meeting with the Naval Authorities about the British seamen in the Port. No place was safe so we collected all we could and got them in our cellar to await orders. In the midst of crashing bombs I got a 'phone message that a destroyer was ready and it was imperative that I should get out of Dunkirk with my family. Craters big enough to hold a tramcar made our journey difficult. For an hour we had to take shelter from an air raid . . . I am glad I stayed till there were no more seamen needing my assistance."

## British Child Refugees

THE European war was seen through the eyes of 256 children ranging in age from four to fifteen years who arrived at the Institute from various British ships from Sept. 29th to Oct. 5th and promptly won the hearts of the merchant seamen who live there. Although these young guests had separate sleeping and eating quarters from the seamen, they managed to meet on elevators and stairways and to chat with the officers and crews of numerous merchant vessels.

One Scotch sailor spotted young Donald Cruikshank, wearing kilts, and asked him from what part of Scotland he came. Young Donald

replied and it turned out that he and the sailor, a second mate on a Cunard liner, had been born in Edinburgh and were both of the Gordon clan. Captain Dale Harrison, instructor in the Institute's Merchant Marine School, found himself surrounded by a group of boys who asked him all manner of questions about square-rigged ships.

About twenty of the children were escorted down to the Battery one evening where they had their first glimpse of the Statue of Liberty (they had arrived in Montreal and had missed seeing New York's famous skyline.) They saw the Second and Third Avenue elevated struc-

ture and one little boy, Charles Morrison asked: "How can you waste so much steel?" Another lad said: "My mommy had to turn in all her aluminum pots and pans to the Government." An older boy queried, as they walked along the Battery sea wall "But where are your guns?" On being shown Governor's Island, he commented: "But you don't have enough guns. You should hurry and get some more right away!" Marion Holton, who is going with her brother George, to Sitka Alaska to live with her father's sister, exclaimed as she looked at the lights in the Wall Street office buildings: "But when do you have your black-out?" and shook her head in bewilderment when it was explained that there are no black-outs in New York City. A little blonde boy, Kasimir, said: "If the Germans came here tonight there wouldn't be any tall buildings here tomorrow morning!"

All of the children wore steel identification discs around their necks except one, who said blithely in a Cockney accent "I'm a bad boy. I lost mine." They were fascinated with the Willkie and Roosevelt buttons worn by members of the Institute's staff and by the seamen and begged them. "If Willkie gets elected, will he be for England?" asked one lad, and another boy volunteered. "Sure, he will."

Little Arthur Mayes, aged six, wore both a Roosevelt and a Willkie button and repeated over and over "I'm for the best man. I'm for the best man."

One of the volunteers treated the children to vanilla ice cream and there was much excitement in the Apprentices' Room while it was being served. The children dropped their crayons, paints, ping pong balls and billiard cues and

came running to the long table. A little girl who said she was "six and three-quarter years old" with jolly black eyes and long black pigtailed begged one of the big boys to "swing her around and around until she was dizzy". The older girls all wanted to learn the latest dance steps and also demonstrated their skill at the beer-barrel polka, with the player-piano for music.

They were most curious about American money and wanted to know how many shillings we had to pay for butter. "We have to pay two shillings six pence a pound" one little girl explained. Asked what her father's occupation was she replied, "My father is an office worker and he's an air raid warden. He has to go out and pick up the dead bodies after the bombs drop." Charles Morrison, age eleven, who carried a copy of "Yachting" which someone had given him, around under his arm all day long said: "The whistling bombs were the worst. They gave you a sinking feeling in the pit of your stomach." Asked about the ear plugs which the British Government is said to be giving out to civilians on account of the deafening noises, the children all scoffed: "Oh no, we didn't wear them. We wanted to hear what was going on."

Meeting emergencies is normal to the Institute. Since World War II



"Thumbs Up!"

Photo by Marie Higginson



began it has sheltered twelve shipwrecked, torpedoed crews. So when Mr. Marshall Field, Chairman of the U. S. Committee for the Care of European Children, asked the Director, the Rev. Harold H. Kelley, if he could give temporary shelter to groups of child refugees from the time they left their ship until they were taken to their American homes, Mr. Kelley and the Board of Managers, agreed to help. Although the thirteen-story building is geared entirely for seamen, thousands of whom use its facilities daily, it was found possible to turn over a section of the ninth floor to the boy refugees and a section of the sixth floor, overlooking the East River shipping, to the girls, and the Apprentices' Room as a play room during the day time since most of the apprentices use the room only in the evenings.

After the tour of the Battery and a look at the Aquarium, the younger children were put to bed by motherly women, and the older boys and girls were permitted to go to the Auditorium where a section of the balcony had been reserved for them. Here they witnessed the moving picture "Typhoon" and were thrilled to learn that it was a "talkie." They greeted the love scenes with howls and cheers and stamped their feet when the action was slow.

One of the most touching incidents was the farewell between a little boy and his younger sister.

Two foster parents had called to take them to their homes and the children could not understand that they were both going to live on the same street and in the same town for the duration of the war. The foster fathers tried to explain that they were neighbors and so it would be possible for the boy to see his sister frequently. One of the older girls, with beautiful features and a mass of golden curls, inquired: "Is Syracuse anywhere near Detroit" and then blushed as she explained that one of the older boys was going to live in Detroit while a Syracuse family was going to take care of her.

All the children wrote letters to their homes in England on thin airplane paper, and the Committee will mail them on the clipper. One child said: "But I haven't any home any more. A bomb destroyed it." Another said: "A bomb hit our roof, and all the gas and water pipes were broken, but Daddy is going to fix it up again."

Sunday, October 6, saw in church all of the children who had not left for their new homes. The seven Roman Catholics went to their own nearby church and the remaining ninety-seven attended the Institute's Chapel of Our Saviour. This was the first children's service ever held here and their clear voices in hymns and their reverent worship inspired the seamen and others present. It was truly a thanksgiving for safety.



—N. Y. SUN Staff Photo  
American Ice Cream Tastes So Good!  
Three British children, hostages of war, Georgie Holton, Eileen Mayes and Donald Cruikshank enjoy their first taste of ice cream in the Institute's Apprentices' Room.



—N. Y. SUN Staff Photo  
Captain Dale Harrison, instructor in the Institute's Merchant Marine School shows a group of child evacuees some of the ship models in the Nautical Museum.

## Nautical Terms in Common Usage

STARTING with terms referring to varying degrees of intoxication we first offer the expression "Dutch courage" which was the type of "square-faced gin" given to the Dutch sailors before a battle. This was at the time when Holland was a great sea power. Cornelius Van Tromp was in command and the British, whom Holland was fighting, referred in an uncomplimentary manner to the brand of courage inspired by the potent drink. Next we have the expression "Grog", which was a sailor's expression in the British Navy for watered rum. In 1740 Admiral Vernon of the Royal Navy ordered the rum watered. He wore a cloak of a material known as "grogam" and was nicknamed by the sailors as "Old Grog". Hence the name applied to the beverage. Now take the term "Whistle for a wind". You might not suspect it had any connection with imbibing, but it does. It comes from the expression "You can whistle for it if you want it", and dates back to the custom of supplying a certain number of drinkers in English taverns and ale houses with whistles in order to summon the waiter to draw refills of the tankards. In sailing ship days, the crew would whistle for a wind when becalmed.

The expression "Going on a lark" or "Skylark" comes from the Anglo-Saxon word "lac", meaning to play.

As for the expression "Three sheets in the wind"—one sheet in the wind means drunk; two sheets more drunk and three sheets very drunk. The sheet is the rope or line, so when the line hangs in the wind, instead of being made fast, the ship is not under very good control, nor, similarly, is the person. "Half seas over" is one degree more advanced than one sheet, or practically half drunk. "Splice the main brace" is a good sailor expression, and means to issue an extra allowance of grog: the crew spliced or joined the lines or sheets of the mainmast, completed the job, and earned their rum. In the U. S. Navy there are



"Old Grog"

Drawing by Ed Randall

two interesting expressions. "Sundowner" originally meant a strict disciplinarian working his crew until sundown, but later it came to mean the second drink of the day. The first drink of the day was called a "Nooner", and hence the expression "When the sun is over the yardarm it's time to drink."

Other nautical terms used commonly, probably with little regard for their origin, are "Above board", meaning frank and honest; "Keep a wide berth", meaning plenty of room; "The coast is clear", meaning everything is out of the way; "Off the deep end", meaning to lose perspective; "Brace up" meaning straighten up; "Between the devil and the deep blue sea" meaning in a quandary or in trouble, either way you decide. "Son of a gun" has an amusing origin. Some years ago Navy officers were permitted to take their wives along on voyages, and the term applies to their children who were sometimes literally born under the broadside guns.

An officer in the Apprentices' Room told us of an interesting term "Rogue's yarn" which came from the custom of interweaving one



yarn of a different color in a rope for purposes of identification (each manufacturer having a distinguishing color) and also to prevent thefts.

"To know one by the cut of his jib" means to size up, and it comes from the fact that a vessel is judged by seafarers by the cut of her jib.

## Book Reviews

### THE SHIP'S SURGEON'S YARN

By Francis Brett Young

Reynal & Hitchcock, N. Y. \$2.50

The narrator of these lively tales is a ship's surgeon serving on small freighters who records the experiences of his many voyages. The stories range from high comedy to melodrama to tragedy. "In the arid catalogue of names on the passenger list the surgeon saw the seeds of an astonishing number of human passions." His love for the sea and for ships are also evident in these stories with their East African, Malayan and Arabian settings. One of the best yarns is about a sailor with a broken leg who did not want to be taken to the hospital in his home port. The author also uses the Maupassant twist with the surprise ending to some of the yarns. M. D. C.

### RICHARD HALLIBURTON, HIS STORY OF HIS LIFE'S ADVENTURE

Bobbs-Merrill. \$3.75

Most sons write letters home but the way in which Richard Halliburton wrote to his parents was unique in its regularity. Wherever his travels took him, to remote parts of the globe, he wrote long, full letters to his father and mother. When the anxious days following his departure from Hongkong in the Chinese junk "Sea Dragon" had lengthened into weeks and months and finally all hope of his survival was abandoned, his sad parents turned to reread these letters which they had faithfully saved. Here, then, is an intimate and dramatic record of his adventurous life, from his days at Princeton, his running away as a sailor to "see the world" and through the years of his adventuring in off-the-beaten-track places. His youthful enthusiasm for travel is infectious and the reader will yearn to wander, too. M. D. C.

### THE PACIFIC OCEAN

By Felix Riesenber

Whittlesey House. New York. \$3.00

This is the first of the "Oceans of the World" series and the last book from the pen of Felix Riesenber. It is one of his finest, the result of careful research combined with the first-hand knowledge of ships and seamanship for which he was so well-known.

The first intimation Europeans had of the Pacific came from Marco Polo who hinted at a great sea east of Zipanga

The old phrase "It's an ill wind that blows no man good" means that every wind is a fair wind for some ship under sail. "To rejoice the cockles of one's heart", meaning to gladden and cheer, comes from a cockling sea, short quick waves, hence quick heart beats.

or Japan. There is no doubt, however, as to the Polynesian invasion of that ocean long before the white men ever saw it. The Spaniard, Balboa, discovered the Pacific in 1513 and Magellan was the first to sail across it, the "greatest voyage ever made by man". For a century after that, the Pacific was a Spanish ocean, the English and Dutch privateers using it only as a hunting ground for treasure. The greatest geographical discovery made by the Dutch was the passage around Cape Horn. In 1767 the Englishman, Capt. Wallis, landed in Tahiti, later to be followed by Chevalier de Bougainville, and by Capt. James Cook who did most to make it famous.

One of the biggest events of modern times was the opening of Japanese ports to western commerce in 1854 by a treaty brought about by Commodore Perry, and the last step in the conquest of the Pacific was the opening of the clipper plane route from San Francisco to China in 1935. Riesenber has covered the ground very thoroughly, from Balboa to the China clippers, with a wealth of detailed description. B. O'S.

### WHEN THE SHIPS CAME IN

By Jack Lawrence

Illustrated by John O'Hara Cosgrave II  
Farrar & Rinehart. \$2.50

In the days when ships like the *Titanic*, *Majestic* and *Lusitania* were proud mistresses of the North Atlantic, Jack Lawrence covered the waterfront as ship news reporter for the old New York *Evening Mail*. Many times he scored journalistic beats and in this book he tells of the *Titanic* disaster in tense, fast-moving prose. Most of the tales are tall ones—told with rare humor and in a lively style. He tells of many strange harbor personalities: Sailor Dan McGuinn, the fabulous spinner of yarns, Jimmy Lynch the ship news' fifty-year old office boy with a face "like a soda biscuit and a tongue like hydrochloric acid", Hoboken John and his immortal old-fashioned which could penetrate any Harbor fog and make strong men weep as they anchored in the lee of the old Eastern Hotel bar — Here is a book wherein to enjoy, vicariously, the exciting and hilarious life of a ship news reporter. M. D. C.

### "TO THE INDIES"

By Cecil Scott Forester

Boston. Little Brown. 1940. \$2.50

The many admirers of Captain Horatio Hornblower will not find Mr. Forester's new book quite in that same high class, but it is nevertheless a rousing story of action and romance. "TO THE INDIES" is an account of the third voyage of the aging and rheumatic Christopher Columbus and is told as seen through the eyes of Don Narciso Rich, adviser in maritime law to King Ferdinand and sent to report on the Admiral's conduct as Viceroy.

The Admiral still thought the lands he had discovered were the eastern coasts of the Indies or China and the third voyage was undertaken with the idea of collecting their vast stores of gold; also to convert their heretics. The islands yielded little gold and Rich's report on the administration sent the Admiral home in irons.

Aside from the exotic adventures of the hidalgos aboard the caravel and ashore, interest centers on the natives of these West Indies. Friendly and generous, the cruelty of their exploitation is a sorry page in the history of civilization.

I. M. A.

## CENTRAL COUNCIL OF ASSOCIATIONS

New year greetings to all members of the Associations and of the Central Council. Our own mid season "new year" starts with the gathering together of friends for October meetings in Long Island, in New Jersey, along the Hudson, in New York, and out Connecticut way, in Norwalk. Your Chairman will meet with the Central Council at the Institute on the fourth Wednesday, October 23, to take up plans for fall work.

It is going to be a busy season. There is much to be done. For during these days of change and swiftly moving events the Institute stands ready, as ever, to take care of its own and to hold out a helping hand toward others who may come its way. Let's do what we can to make it a happy year with the consciousness that we continue our service in greater measure than ever before.  
MRS. STACY SEARS, *Chairman*

## SERVICES RENDERED TO MERCHANT SEAMEN

JANUARY 1 - SEPTEMBER 1, 1940

167,374	Lodgings (including relief beds)
58,236	Pieces of Baggage handled.
406,597	Sales at Luncheonette and Restaurant.
140,747	Sales at News Stand.
16,310	Calls at Laundry, Barber and Tailor Shops.
10,866	Total attendance at 551 Religious Services at Institute, U. S. Marine Hospitals and Hoffman Island.
29,367	Social Service Interviews.
153	Missing Seamen located.
45,482	Total attendance at 132 Entertainments, such as Movies, Concerts, Lectures and Sports.
7,035	Relief Loans to 2,960 Individual Seamen.
38,539	Magazines distributed.
3,332	Pieces of Clothing and 496 Knitted Articles distributed.
1,580	Treatments in Clinics.
2,097	Visits at Apprentices' Room.
1,722	Visits to Ships by Institute Representatives.
9,661	Deposits of Seamen's Earnings placed in Banks.
1,047	Jobs secured for Seamen.
13,648	Attendance of Seamen Readers in Conrad Library; 1,498 Books distributed.
9,943	Total attendance of Cadets and Seamen at 909 Lectures in Merchant Marine School; 1,193 new students enrolled.
8,090	Incoming Telephone Calls for Seamen.



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