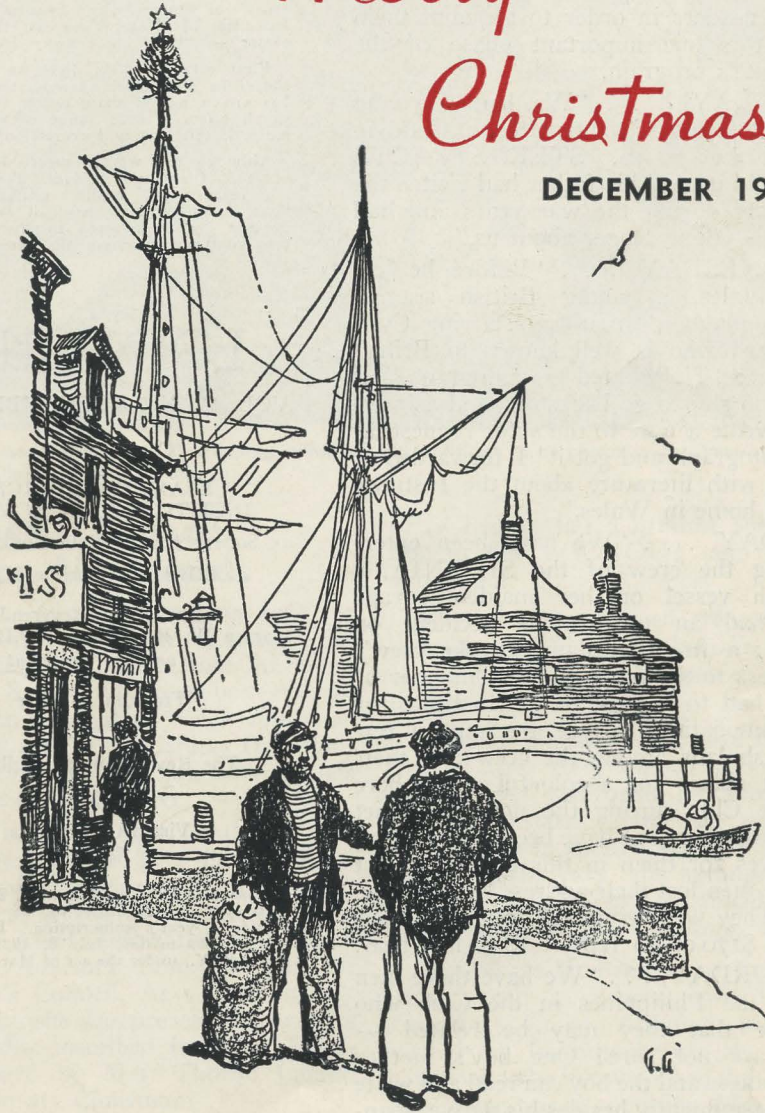


The LOOKOUT

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

Merry Christmas

DECEMBER 1961



International Report

At the end of every week each division in the Department of Religious, Social and Special Services makes up a report of its activities. Among the most interesting reports are those written by our hostesses in the International Seamen's Club.

From time to time we plan to share some of these reports with our LOOK-OUT readers in order to acquaint them with this one important phase of the Institute's program.

TUESDAY, . . . "We had a young Belgian seaman today, Roger Goddyn, from the S. S. STEENSTRACTE who told us that his father had visited the Institute during the war years and had told his young Roger about us."

WEDNESDAY, . . . "Before he left for Wales, a young British seaman saw a play on Broadway starring Cyril Ritchard who is well known to British audiences. He wanted his autograph, but was too shy to go backstage and ask for it. I wrote a note to the actor requesting his autograph and got it! I forwarded it, along with literature about the Institute to his home in Wales."

FRIDAY, . . . "We have been entertaining the crew of the SIDONIA, a British vessel on her maiden voyage that had an unfortunate accident on board; a fire that damaged the crew's quarters to the point where a number of them had to be sent to the Institute for accommodations. There are quite a few Scottish lads among the crew and their accent makes for a colorful atmosphere in the Club during the normally quiet afternoon hours. I have been busy tracing relatives for them in this country. Most of the men lost their address books in the fire. They were given 60 pounds each or about \$170.00 to replace their lost gear.

SATURDAY, . . . "We have three men from the Philippines in the Club who believe that they may be related — they are not sure! One boy's mother is Japanese and the boy can read and write Japanese fluently besides his native Spanish. The oldest of the three has a nice house in New Jersey and is obviously a man of means.



MORE THAN 600,000 merchant seamen of all nationalities, races and creeds come to the port of New York every year. To many of them The Seamen's Church Institute of New York is their shore center — "their home away from home."

First established in 1834 as a floating chapel in New York Harbor, the Institute has grown into a shore center for seamen, which offers a wide range of educational, medical, religious and recreational services.

Although the seamen meet almost 60% of the Institute's budget, the cost of the recreational, health, religious educational and special services to seamen is met by endowment income and current contributions from the general public.

The LOOKOUT

VOL. 51, No. 6 DECEMBER, 1961

Copyright 1961

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

25 SOUTH STREET, NEW YORK 4, N. Y.
BOWLING GREEN 9-2710

The Right Reverend
Horace W. B. Donegan, D.D., D.C.L.
Honorary President

Franklin E. Vilas
President

The Rev. John M. Mulligan
Director

Virginia S. Briggs
Editor

Published bi-monthly; \$1 yearly, 20¢ a copy. Gifts to the Institute of \$5 and over include a year's subscription. Entered as second class matter, July 8, 1925, at New York, N. Y., under the act of March 3, 1879.

THE COVER: Sketch by Gordon Grant. Mr. Grant also painted the Sea Scape which forms part of the altar in the chapel of Our Saviour.

THE SPIRIT OF CHRISTMAS . . .



Ladies of the Women's Council wrapping individual gifts which are to be placed in Christmas packages. Scene is Christmas Room at SCI.

Women's Council Breaks All Records

This is a record-breaking year for the Institute's Women's Council. The first record is the fact that the ladies packed 8,000 Christmas boxes to be placed on board ships which will be on the high seas on Christmas Day. This is approximately 800 more than last year's record of 7,300.

The second record breaker is one of faithful service. Mrs. Edna Dunbar for the past 34 years has knitted, packed boxes, served as directress of the Hudson River Association and served on the Advisory Committee of the Women's Council. As a token of appreciation she was presented a bracelet with a disc inscribed from the Advisory Board by Mrs. Thorne Lanier, its Honorary Chairman.

The Rev. John M. Mulligan, director

of SCI, gave her a lifetime subscription to The LOOKOUT and an Institute pin.

Mrs. Dunbar moved recently to Ashville, N. C. and plans to carry on her work for the Women's Council there.

Another unusual event was the return of Mrs. Mary Russell who moved to Pasadena, California last year. She is so enthusiastic about the women's program, even though she's only been packing two years, she arranged her business in New York to coincide with the opening of the Christmas Room.

Mrs. Earle M. Prescott of Belmont, Mass., paid a surprise visit to the Christmas Room. Although she had visited the Institute before she never happened to be in town when the Christmas Room was in operation. Mrs. Prescott has been knitting for three years and

how she got interested in the Women's Council makes a rather unusual story.

Three years ago the "Christian Science Monitor" ran a story about the Council. When Mrs. Prescott saw the Institute's name it rang a bell. It seems at that time she was editing her grandfather's letters and when he was a young seaman he had stayed at one of the Institute's stations during the 1890's. As a matter of fact he wrote on Institute stationery. Naturally, this led Mrs. Prescott to take up the knitting needles to help out the Women's Council.

Each year members of the Women's Council throughout the United States knit more than 64,000 garments to be packed in boxes which are placed aboard ships which will be at sea on

Christmas Day. They are also distributed to seamen in marine hospitals and in the Institute.

New Program Of Adult Education Inaugurated At SCI

A new adult education program was inaugurated recently at the Institute. The courses are open to seamen, SCI staff members and the public. The program is under the direction of Chaplain Joseph D. Huntley.

Among the courses being offered are: American Foreign Policy, Basic English, World's Great Religions, Beginning Spanish, Great Books, Investments, Painting and Small Boat Navigation.



Mrs. Douglas Dunbar (center) was presented a bracelet in recognition of 34 years service with the Women's Council. Also pictured is Mrs. Thorne Lanier who made the presentation, and the Rev. John M. Mulligan, SCI's director.



After viewing SCI's display booth in Cobo Hall, Detroit, the Bishops of the Dioceses of New York and Newark posed for this picture. Pictured left to right are: The Rt. Rev. Donald MacAdie, Suffragan Bishop of the Diocese of Newark; The Rt. Rev. Charles F. Boynton, Suffragan Bishop of the Diocese of New York; The Rt. Rev. Leland Stark, Bishop of the Diocese of Newark; The Rev. John M. Mulligan, SCI's director; The Rt. Rev. Horace W. B. Donegan, Bishop of the Diocese of New York; The Rt. Rev. J. Stuart Wetmore, Suffragan Bishop of the Diocese of New York; and The Rev. Roscoe T. Foust, director of SCI's Department of Religious, Social and Special Services.

SCI's Booth Goes To General Convention

From the standpoint of the Church as a whole the General Convention held in Detroit scored a success. As an exhibitor in the Cobo Hall the Institute feels it also was a success.

For the first time in many years SCI shared its booth with two other Episcopal Seamen's agencies. They were the Seamen's Church Institutes of Los Angeles and Philadelphia.

The booth attracted many visitors, ranging from some who were quite familiar with our work to those who became acquainted with us for the first time.

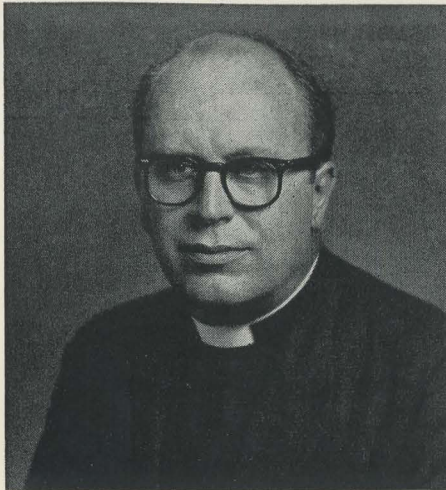
Many of the visitors were ladies who knit for the Women's Council. They were anxious to meet Mrs. Grace T. Chapman, executive secretary of the Council, with whom they had corresponded so many years. One faith-

ful knitter even treated Mrs. Chapman to lunch.

Among the most pleasant surprises was a visit with the Rev. R. D. Gerhard, rector of Trinity Episcopal Church, Three Rivers, Mich. When he spotted our booth he grinned and said "I know all about you." It turned out that Mr. Gerhard is an ex-seaman and that he stayed here frequently.

We also had another visit from another ex-seaman. He was Mr. H. H. Odlum, from St. John's parish in Sandusky, Mich. He stopped by several times to look at the pictures of the Manhattan skyline. Since it was a number of years since he had visited New York Mr. Odlum was intrigued with all the changes. He left the sea to take over a farm his brother had left him.

Last year SCI's Merchant Marine School helped 168 seamen obtain higher ratings.



New Chaplain Joins SCI Staff

A new chaplain has joined the clergy staff here at SCI. He is the Reverend Joseph D. Huntley. Prior to his assignment at the Institute, Chaplain Huntley was an Associate Minister of the Broadway Congregational Church, 56th Street and Broadway, Manhattan, for the past ten years.

He has been appointed director of the Merchant Marine School and the Joseph Conrad Library and in addition he will co-ordinate all educational activities at the Institute.

Chaplain Huntley is a native of Alliance, Ohio, and a graduate of Heidelberg College. He studied for his Bachelor of Divinity degree at Lancaster Theological Seminary.

While at the Broadway Congregational Church he became interested in the relationship of arts to religion. He served as a patron of the Broadway Chapel Players, an off-Broadway theater company, and sponsored an Annual Art Exhibit.

He has appeared on major radio and television networks and in 1958 received the Crossroads Award. He also received the Church and Community award last year.

British Archdeacon Returns To Institute

An old friend of SCI returned for a short visit recently. He was the Ven. Eric H. Evans, Archdeacon of Warrington and rector of South Liverpool in Lancaster.

Archdeacon Evans first visited the Institute in 1937 when he crossed the Atlantic in the British East India Company's cadet ship NORDANA. During their stay here the Institute entertained the cadets on several occasions.

In 1941 Archdeacon Evans again visited SCI when he was serving as a chaplain in the British Navy.

He is a member of the executive committee of the Mersey Missions to Seamen in Liverpool.

Maritime Greybeard

Perhaps, the longest-lived ship that ever sailed the seas was the little Danish sailing coaster ELLEN SOPHIA. She was built at Troense, Denmark, as long ago as 1776 for Marstal owners. In 1832 she was sold to an owner in Nastved but in 1847 she returned to Marstal ownership. About this time she was lengthened and rebuilt. Another re-building was carried out in 1862 and she became the ketch ELLEN SOPHIE of 25 tons gross. In 1883 she was renamed MARIE. In 1891 another rebuilding increased her size to 41 tons. She was sold out of Marstal ownership in 1918 and passed to an owner in Nakskov. She was then renamed TRELHOLM and a small auxiliary motor was installed. She changed hands in Denmark many times. Her last name was LUCIA, and in 1946 this old veteran was laid up in Copenhagen harbour. She was broken up in 1947 when she had attained the amazing age of 171 years. *Nautical Magazine*.

The time ball on SCI's roof is the last one still in operation in Manhattan.

Sea Superstitions Still Prevail

BY JEAN CONGER

For centuries sailors were wary about whistling aboard ship. Benjamin Taylor, a 19th century English salt, says this was because of an old proverb they knew: "Whistle for a wind". A careless whistling sailor might bring down a blow from the wrong quarter! This is one piece of sailing lore that has merrily faded away; but anyone who believes there is no ship-lore left should join the thousands of annual visitors that throng beneath the "tattered ensign" of the U.S. frigate *Constitution* ("Old Ironsides"). Now a floating museum in Boston's harbor, this 18th century ship has a pair of wooden goat's horns on her bow. Goats' horns (real ones, this time) were popular good-luck pieces on ships since Christopher Columbus' age. Proud sea-tradition was behind the shipbuilder's thought, when he designed wooden goat's horns for the *Constitution*.

Ship-lore is not fantasy, today. It is still with us because of sailors' love of the salty sea, and of their favorite ships which sailed it. New ships were built with mementos of the old. The origin of these mementos became lost to all, except ship-lore enthusiasts.

These enthusiasts can't agree about the origin of horns, however. Perhaps goats' horns are a pun on the word "ram". "Ram" was a wooden device worn by Roman warships for ramming into a foe's ship. In that case, the

(Continued on Page 11)

Prow of a 16th century Korean "Turtle Ship" is decorated with a fierce looking dragon's head. Model may be seen in the Marine Museum, Seamen's Church Institute of New York, 25 South Street.



THE WORLD OF SHIPS

Ship May Be Frozen In Ice

The Navy is considering freezing a ship in the Arctic Ocean. If the plan goes through the ship will be locked in an ice pack for three years while scientists study the sea, ice and weather phenomenon.

The ship will drift with the pack and have standby propulsion to be used in moving about when openings occur.

Just For The Ladies

The interior of the new French liner FRANCE will feature even and indirect lighting to bring out the beauty of her women passengers the N. Y. Herald Tribune reports.

It seems women are unhappy when their make-up changes tone because interior decorators vary the intensity and color of lighting from room simply to focus attention on the decorations.

New Arrival

A new Israel refrigerated cargo ship, the HAR RAMON received an official harbor welcome here recently.

She docks at Pier 13, East River and Wall Street, between trips to Ecuador.

The \$3,000,000 ship is under a two year charter to the Ecuadorian Fruit Import Corporation.

Travel To Orient Increases

According to the American Express travel to the Far East and South Pacific is on the rise. In the first six months of 1961 approximately 85,000 Americans visited the Orient and islands of the South Pacific. This is a 22 per cent increase over last year's figures for the same period.

Hydrofoil Ship To Join The Navy

The Navy has taken a step toward the possible use of speedy hydrofoil vessels for anti-submarine warfare according to the Associated Press.

The vessel will be built to evaluate hydrofoil design and to test its application to anti-submarine warfare. The 300-ton ship will be 200 feet long and will be capable of speeds up to 50 knots (62.5 miles an hour).

Attention Photo - Bugs

The Navy has announced a photo competition to find illustrations for its first annual review it plans to publish early in 1962. Photographs may cover any subject as long as they clearly pertain to the Navy, the Marine Corps, the Coast Guard, the merchant service, or the sea itself. Photos must be black and white, and may be either official or unofficial. Any individual — naval, military, or civilian — is eligible to submit his work for judging by the editors of the Naval Institute. Photos must have been taken during 1961 and must be in the hands of the editors by 15 January 1962.

Entries should be addressed to Photo Editor, U. S. Naval Institute, Annapolis, Md. Fifty dollars will be paid to each of the photographers of the ten pictures chosen best. Other photographs submitted will be held by the Naval Institute for possible publication elsewhere unless their return is requested. Any of these photographs printed by the Naval Institute will be paid for upon publication at standard rates. Negatives must accompany all photographs submitted.

Thirty-foot plastic life boats with foam flotation have passed the Coast Guard tests.



The director of the National Maritime Museum in Greenwich, England, Frank G. G. Carr, met with Seamen's Church Institute officials recently. Pictured (L to R) are: Clifford D. Mallory, Jr., Chairman of the Ways and Means Department; Franklin E. Vilas, president of the Board of Managers; the Rev. John M. Mulligan, director of Seamen's Church Institute; Harold H. Kynett, Mr. Carr's host during his visit to the United States; and Mr. Carr.

Marine Museum Head Honored At Luncheon

Mr. Frank G. G. Carr, Director of the National Maritime Museum in Greenwich, England, was guest of honor during a luncheon at the Institute recently. Mr. Carr has been touring marine museums throughout the U. S. and took the opportunity to see the Institute's museum.

The luncheon guests included John P. Callahan, New York Times; Franklin P. Cole, President of the Board of Directors, Marine Historical Association, Mystic, Conn.; J. Ellis Knowles, member of the Board of Managers of the Seaman's Church Institute; Harold H. Kynett, Mr. Carr's host; Clifford D. Mallory, Jr., Chairman of the Ways and Means Committee, Seamen's Church Institute; Clarence G. Michalis, Chairman of the Board of Managers, Seamen's Church Institute; Ralph R. Miller, Director of the Museum of the City of New York; the

Rev. John M. Mulligan, director, Seamen's Church Institute; Vincent A. G. O'Connor, Commissioner, Department of Marine and Aviation, City of New York; James S. Ottenburg, executive assistant to Commissioner O'Connor; John H. G. Pell, member of the Board of Managers, Seamen's Church Institute; Walter B. Potts, Treasurer, Seamen's Church Institute; Franklin E. Vilas, Director of the Board of Managers, Seamen's Church Institute; and William D. Wilkinson, Marine Curator, Museum of the City of New York.

Santa Comes Early To Netherlands Club

Santa Claus visited the Netherlands Club on one of his first stops at the Institute on Wednesday, December 6th. A special party in his honor was held by Dutch seamen and hostesses. The club sponsored by the Netherlands Government is under the direction of Mr. and Mrs. Julius Hijman.

TWO WAYS YOU CAN HELP

NOTE: Although seamen pay more than half the cost of running Seamen's Church Institute, we still operate with a deficit.

INVEST IN THE FUTURE — Your gift of \$9,000. will be invested and its annual income will meet the costs of running the Institute for an entire day . . . your day. Your name, or that of the person to whom you wish to establish a memorial, will be inscribed in our Book of Remembrance, on display in the Chapel of Our Saviour at the Institute. Each year when the page is turned to your day, you or the person designated, will be remembered in prayer during the daily Chapel service.

INVEST IN TODAY — Your annual gift of \$273.97 will meet the cost of operating non-revenue producing services for an entire day. These services include religious counseling, wholesome recreational activities and a host of personal services which are needed to make the way of seamen ashore a little easier.



Dear S C I

These letters are unedited and reprinted in full where space permits. The English language may be difficult for those to whom it is not the native tongue, but the meaning intended could not be any clearer.

Do you need an idea for a Christmas greeting? The Women's Council recently received a letter from Mrs. John Kraemer, which included a sample of the Christmas card the Kraemer's are planning to send out this year. It is the Lord's Prayer in Pidgin English as used in the South Pacific.

According to Mrs. Kraemer if one reads it aloud the sense is clearer. She also sent along a key to the meaning of some of the words:

"Kaikai" — food; "Ol" — all; "De" — day; "Tude" — today; "Tedewe" — take away; "Bilong" — of; "Long" — in, on, to and for; "Olsem" — all the same; "Mifelo" — me (fellow).

So with this explanation try reading it.

Fader bilong mifelo, yu stop long heven.

Ol i santium nem bilong yu.

Kingdom bilong yu i kam.

Ol i hirim tok bilong yu long ground olsem long heven.

Tude givim mifelo kaikai bilong de.

Forgivim rong bilong mifelo, olsem mifelo forgivim rong ol i mekim long mifelo.

Yu no bringim mifelo long traiim.

Tekewe samting no gud long mifelo.

AMEN.

Dear Sir,

Last Christmas my husband was at sea. He received a package and the thought meant more to both of us than the material.

There are times he cannot get work,

but we both made a promise which is being fulfilled. (check enclosed, ed.)

God bless you for your work and thoughts.

Sincerely,
/S/ Mrs. G. T.

Opera Workshop

Puccini's opera, Madame Butterfly, attracted more than 200 persons to the Institute's auditorium recently. It was directed by Hulda and Luigi Rossini who founded the Rossini Opera Workshop more than 20 years ago.

In SCI Auditorium Two Concerts Held

Seamen and staff members were treated to concerts by two glee clubs. The Mendelssohn Glee Club, the oldest men's glee club in the country, gave a preview of its Christmas concert at the Waldorf Astoria here in our auditorium.

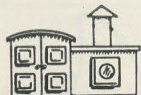
The Johnson and Higgins Glee Club also gave a concert in the auditorium. This group has been giving concerts here for several years.

Film Strip Kit

A free film strip kit about S.C.I.'s work is now available. Entitled "A View of the Harbor", the film is accompanied by a recorded narration. Anyone interested in receiving the kit may write the Department of Religious, Social and Special Services, 25 South St. N.Y. 4, New York.

UNDER THE CHARLEY NOBLE

by Barry Edgar



One of the great pleasures of life at sea is the opportunity to discover food. During a sailor's career he will probably visit almost every sea-bordering nation on earth. Many are his land-bound cousins who especially envy this one particular aspect of maritime life. A sailor soon learns to appreciate good food. Ships are quickly rated by their "chow", and while he may not always become a gourmet, he will at least become a gourmand.

In order to aptly describe these strange, foreign, sometimes exotic foods they acquire the names of their locality of origin. Thus we have such specialties as Venetian Cod and the difference is clear to any one who knows Venice. Swedish meat balls are a more familiar variation of our own native version, but Argentine Gazpacho, a cold tomato soup, is as different from ours as north is from south.

Following is a list of "far off" recipes calculated to install the wander lust in all you landlubbers.

ARGENTINE GAZPACHO

- 1 clove garlic
- 6 ripe tomatoes
- 2 cucumbers
- 1/2 cup green pepper, chopped
- 3 cups tomato juice
- 1/3 cup olive oil
- 4 tbsps lemon juice
- Salt, pepper, Tabasco

Peel, seed, and chop tomatoes and cucumbers; add chopped green pepper. Rub a bowl with cut garlic clove, add chopped ingredients; pour over liquid ingredients, stir well, add salt, pepper and Tabasco to taste. Chill thoroughly. Serve with two ice cubes to each serving.

VENETIAN COD

- 2 lbs dry salt cod
- 5 onions, chopped
- 6 anchovies
- 4 tbsps olive oil
- 1/2 tsp black pepper
- Warm milk

Soak cod for about ten hours, change water several times. Drain and dry thoroughly. Brown onion in olive oil, add chopped anchovies, pepper, then cod. Saute until brown. Reduce heat to simmer. Add enough milk to cover and continue simmering until milk is absorbed.

SPANISH SHRIMP

- 2 lbs cooked shrimp
- 1 onion
- 2 tbsps butter
- 1 cup rice
- 1 1/2 cups water
- 1 tbsp tomato puree
- 1/2 pt heavy cream
- Salt and pepper

Chop onion, fry in butter until golden. Bring water to boil, add rice, cover, reduce to simmer for 10-15 minutes. Add onions, tomato puree, cooked shrimp, cream, salt and pepper. Mix well, place in lightly greased baking dish and bake in 350 degree oven for 30 minutes.

SWEDISH MEAT BALLS

- 1/2 lb chopped beef
- 1/4 lb chopped veal
- 1/4 lb chopped pork
- 2 cups milk
- 2 eggs
- 1/2 cup breadcrumbs
- 2 tbsps onion, chopped
- 4 tbsps butter
- 1 cup consomme
- Salt and pepper

Mix meat well. Beat eggs with milk, add bread crumbs. Let soak until they swell. Saute onions until golden. Mix meat and breadcrumbs, add cooked onion, salt and pepper. Shape into small balls and saute in butter. When brown, add 1 cup consomme and simmer for 15 minutes.

BAHAMIAN VEGETABLE HASH

- 6 strips bacon
- 1 onion
- 2 cups celery, chopped
- 4 tomatoes
- 1/2 green pepper, chopped
- 1/2 tsp salt

Chop bacon and onion into pieces, fry together until onion is brown. Add remaining ingredients, cook until celery is soft.

(Continued from Page 5)

horns were supposed to prove how strong these later ships were too. One objection to this origin is that olden ships were sometimes adorned with the horns of a bull, instead of a goat. This is the reason most sailors believe another theory: the true ancestors of horns are the terrible looking figure-heads on Viking ships. These dragon-heads were so ugly, that the heathens made a curious rule about 930 A.D., known as Ulfict's law. This said that Viking ships must remove their figure-heads when approaching land, lest the sea-dragons scare away good land elves. This theory has a loop-hole too. Unfortunately, both horns and figure-heads — a few feet away — may be found on the same latter-day ship.

Everyone does agree that figure-heads are the most popular part of ship-lore. Their origin, dedicating a ship to a famous person, is one of the oldest sea-traditions. Perhaps the first known figurehead was on the Greek galley *Argo*, which Jason and his friends sailed to find the golden fleece about 500 B.C. Figureheads of seabirds were so common in medieval times, that the ocean route from Scandinavia to the Mediterranean was laughingly called "the swan's road".

Sailors have the last laugh on landlubbers now. Without realizing their origin, landlubbers have copied old ship fashions by putting fantastic ornaments on the hoods of their automobiles — the ships of the land.

Another lasting part of ship-lore is the eyes seen on the prow of modern Chinese junks. As long as European ocean vessels were made of wood, they nearly all had carved ornamental eyes too — although by this time, the eyes looked so much like a design that only ship-lore fanciers knew their origin. A recently discovered papyrus, written in Aramaic — the language of Christ — and dated about 412 B.C. at Elephantine, Egypt,

shows early peoples really thought those painted eyes allowed a ship to see where it was going. Ancient mariners took a rest while the ship watched out for rocks and shoals.

The most recent item of living ship-lore appeared in the *New York Herald Tribune* some months ago. The newspaper mentioned that the word "Maru" is included in all names of Japanese merchant-marine ships. This seemed odd, because the dictionary says "maru" means "circle" or "round". The origin of this appears to be due to the waters of the China Sea, which are the world's most treacherous. The few boats of medieval Japan, which were lucky enough to make a round-trip, had the word "Maru" written on their sides like a medal.

Later Japanese added this word to their ships too, hoping it would bring the ship luck in arriving at home port. (This wasn't more fanciful than the early south German belief that Klabautermann, a helpful brownie, dwelt in ship's masts.) In modern times, however "Maru" was added to ships' names because of sailors' affection for the hardy medieval boats. This fashion became so popular, that a law was passed in 1900 saying: all ships, not government owned, must include the name "Maru". This made things more simple. If this ancient word was always added, everyone would know its preceding name belonged to a ship; not to a pet or city. Today, the government of Japan can file merchant-marine ships under their other given names; while it saves ink, time, and trouble of writing "Maru" thousands of times. This is the only case where ship-lore — the history of sailors' fondness for their boats which helped them conquer the sea — cut government red tape!

A membrane for making salt water into fresh water is said to be a hundred times more effective than any previous filters.



Book Watch

QUEENS OF THE WESTERN OCEAN. *By Carl C. Cutler. Illustrated. Index. 672 pp. Annapolis: United States Naval Institute. \$12.50.*

This is a book about American sailing packets, the businessmen who conceived them and the men who sailed in them. It takes us through the Colonial period up to the Civil War and is one of the most thoroughly researched books to cross this deck. The appendices alone comprise more than half the volume. This book along with Mr. Cutler's earlier volume, "Greyhounds of the Sea" is a must for students and those who are merely interested in the sea.

SAVO. *The Incredible Naval Debacle off Guadalcanal. By Richard F. Newcomb. Illustrated. Index. 278 pp. New York: Holt, Rinehart and Winston, Incorporated.*

"Savo" tells the story of the first battle of a great campaign — the battle for the Solomon Islands. Few people realize that while the Marines were fighting their epic battle on Guadalcanal, the Navy itself was engaged in a life and death struggle with a magnificently equipped and trained adversary — the Imperial Japanese Navy. In a period of four months, from August through November, 1942, the United States Navy fought no less than six major engagements in the Solomon Islands. The outcome was very much in doubt until the very end, and the guile and the viciousness of the Japanese attack very nearly carried the day for them. That it did not is a tribute to the courage and determination of thousands of Americans, who fought some of the bloodiest and

deadliest sea battles of all times.

Mr. Newcomb is no newcomer in chronicling Naval disasters. His first book "Abandon Ship! Death of the USS Indianapolis" was a best seller.

SHANTIES FROM THE SEVEN SEAS. *Collected by Stan Hugill. Forward by Alan Villiers. Illustrated. Index. 609 pp. New York: E. P. Dutton & Co.*

This is one of the most comprehensive collections of shipboard work songs and songs used as work songs from the days of sail . . . and it is not limited to just American and British shanties. French, German, and Norwegian plus many other nations are represented, complete with translations.

Mr. Hugill, who is himself a deep sea shantyman, discusses in detail the history and use of each shanty. Tunes are given through the book.

THE MOUNTAIN AND THE FEATHER. *By John Ashmead. 397 pp. Cambridge: Houghton Mifflin Company. \$5.00.*

Newly commissioned Ensign Monty Classen arrives in Pearl Harbor still murky with oil and rot. From the desk where he sits translating Japanese documents he can see a capsized battleship and near at hand the bulletin where his superior officer had emblazoned the sternly misspelled warning "A typing mistake could loose the war."

An ocean of typing later, the warning is obsolete. Classen lives the experiences of a lifetime in four battle-weary years. This is a wartime novel of east meets west which is thoroughly intriguing from first chapter to last.

SAILORMEN

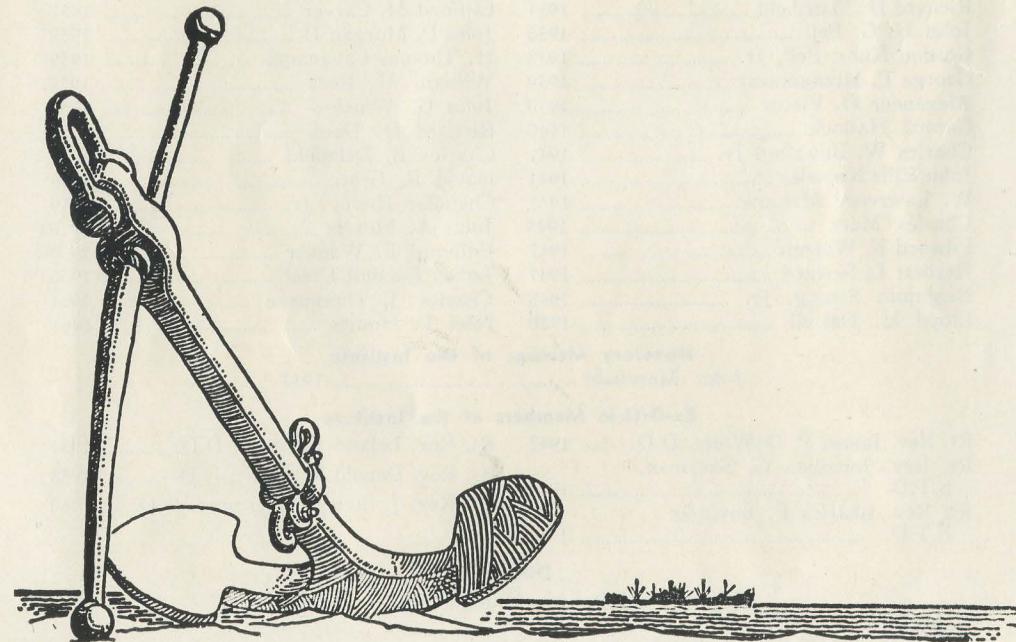
Strange, indeed, are the ways of the men
Who go down to the sea in ships

And strange are the tales that they love to tell
And the salty chants from their lips.

Something's that fine and strong and clean
I have seen in each one's eye;

Lord, let me — a coward, afraid of the sea, —
Be a sailorman when I must die!

Roy Z. Kemp



BOARD OF MANAGERS

Honorary President

THE RT. REV. HORACE W. B. DONEGAN, D.D., D.C.L., 1946

President

FRANKLIN E. VILAS, 1948

Chairman of the Board

CLARENCE G. MICHALIS, 1924

Clerical Vice-Presidents

REV. FREDERICK BURGESS	1923	REV. CANON BERNARD C. NEWMAN, S.T.D.	1959
REV. ARTHUR L. KINSOLVING, D.D.	1949	VEN. A. EDWARD SAUNDERS, D.D.	1959
REV. JOHN M. MULLIGAN	1951	REV. HOWARD M. LOWELL	1959
REV. JOHN HEUSS, D.D.	1952	REV. HUGH D. MCCANDLESS	1959

Lay Vice-Presidents

ORME WILSON	1910	GERALD A. BRAMWELL	1942
HARRY FORSYTH	1921	CLIFFORD D. MALLORY, JR.	1947
CLARENCE F. MICHALIS		1947	

Secretary:	GORDON FEAREY	1949
Assistant Secretary:	DAVID W. DEVENS	1958
Treasurer:	WALTER B. POTTS	1949
Assistant Treasurer:	HENRY C. LINDH	1961

Charles E. Dunlap	1915	Arthur Zabriskie Gray	1950
John Jay Schieffelin	1923	F. Richards Ford	1951
George Gray Zabriskie	1925	Thomas L. Higginson	1951
Frank W. Warburton	1928	Edward J. Barber	1952
De Coursey Fales	1932	William D. Ryan	1952
John S. Rogers	1932	Leonard D. Henry	1954
Charles E. Saltzman	1933	David P. H. Watson	1954
Charles S. Haight	1933	Benjamin H. Trask	1957
Richard H. Mansfield	1934	Clifford M. Carver	1957
John H. G. Pell	1936	John P. Morgan II	1957
Gordon Knox Bell, Jr.	1938	H. Thomas Cavanaugh	1959
George P. Montgomery	1939	William M. Rees	1959
Alexander O. Viator	1939	John G. Winslow	1959
Gerard Hallock	1940	Richard H. Dana	1959
Charles W. Bowring, Jr.	1941	Charles B. Delafield	1959
John Ellis Knowles	1941	David R. Grace	1959
W. Lawrence McLane	1941	Chandler Hovey, Jr.	1959
Charles Merz	1943	John A. Morris	1959
Edward K. Warren	1947	Edmund F. Wagner	1960
Herbert L. Seward	1947	James Randall Creel	1960
Benjamin Strong, Jr.	1948	Charles G. Thompson	1961
Lloyd H. Dalzell	1950	John P. Humes	1961

Honorary Member of the Institute

John Masefield

Ex-Officio Members of the Institute

Rt. Rev. James P. DeWolfe, D.D.	1942	Rt. Rev. Leland F. Stark, D.D.	1954
Rt. Rev. Jonathan G. Sherman, S.T.D.	1948	Rt. Rev. Donald MacAdie, D.D.	1958
Rt. Rev. Charles F. Boynton, S.T.D.	1950	Rt. Rev. J. Stewart Wetmore, D.D.	1960

Director

The Rev. John M. Mulligan

Deceased:

Rev. Roelif H. Brooks, S.T.D., Frank Gulden.