

The LOOKOUT



Photo by Marie Higginson

SHIP'S MASCOT SAILS ON MAIDEN VOYAGE OF S.S. COURSER TO PHILIPPINES

SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

VOL XXXVI

October, 1945

No. 10

Sanctuary—For A Better World

O God, whose purposes are from everlasting and whose kingdom is unshakeable; Help us to know that the end of battle is but the beginning of opportunity, and that all the energies once consecrated to the waging of war must now be offered in the struggle for peace. Grant us such courage that our efforts may never falter; such love, that every barrier to brotherhood and equality may be beaten down; such wisdom, that every problem of boundary and trade, of production and distribution, of language and culture, may be solved; such faith, that when the way is long and hard we may yet persevere to the end, in the knowledge that thy sovereign will reigneth as revealed in the redeeming power of thy Son, our Saviour Jesus Christ. Amen.

The LOOKOUT

VOL. XXXVI, OCTOBER, 1945

PUBLISHED MONTHLY

by the

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

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\$1.00 per year 10c per copy

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

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

Address all communications to

SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

25 SOUTH ST., NEW YORK 4, N Y

Telephone BOWling Green 9-2710

NOTE: A Correction

The photograph which appeared on the back cover of the Sept. LOOK-
OUT was erroneously entitled:

Cadet-midshipmen from the N. Y. State Merchant Marine Academy,
Fort Schuyler.

The young men in the picture were from the U. S. Merchant Marine
Academy at Kings Point, N. Y.

Sailors' Day Service

SAILORS' DAY will be observed on Sunday, October 28th at a
four P. M. Service in the Cathedral of St. John the Divine. The
Bishop of New York will preside, and the Rev. Frederic S. Fleming,
D.D., Rector of Trinity Church, and a Clerical Vice-President of the
Seamen's Church Institute of New York, will preach. Sailors' Day
is observed each year in churches throughout America, and this year,
it will be a joint tribute to the Merchant Marines and the Navies of
the United Nations.

Institute friends are cordially invited to attend this Service.

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Vision After Victory

"After the first wonderful feeling that the war is over, I'm starting to realize what a lot of work there is ahead of us in getting our soldiers back home and in sending food and supplies to occupied and liberated countries."

A MERCHANT seaman made this comment an hour after hearing the big news of victory as it came over the radio in the Janet Roper Room on August 14th at 7 P.M. It summed up the feeling of many in the Merchant Marine who have helped to win "the battle of supply".

From the hostess in the clubroom comes this interesting report of New York harbor after the news came through that Japan would surrender. A dance was scheduled for eight o'clock, but many of the seamen and hostesses arrived early to listen to the radio. "When the big news

broke," she wrote, "the Institute's engineering instructor, Chief Russell, invited us all to go up on the Flying Bridge of the Merchant Marine School. What a sight! It was still daylight, and we could see planes circling over the Statue of Liberty. As the light darkened, we saw rocket flares shooting up in the sky, and pennants and flares flying from all the ships in the South Street piers, just 14 stories beneath us. Whistles from harbor tugs and from freighters and tankers were deafening. The din was terrific, but thrilling.

"I was surprised at the number of



SEAMEN READ THE GOOD NEWS

Photo by Marie Higginson



SEAMEN AND HOSTESSES DRINK A TOAST TO VICTORY

seamen who preferred to stay here at the Institute to celebrating up-town. Of course, some did go. We had our square and round dances until 10:30 when one of the seamen suggested that we sing. He started out with 'The Grand Old Flag' and after that we all sang the special songs for the Services, ending with the beautiful hymn 'The Old Rugged Cross.' He asked especially for this hymn saying that it was his mother's and his grandmother's favorite. He was thinking of home as he knew most of the seamen were also."

On August 15th at 11:30 A.M. a Thanksgiving Service for Victory and Peace was held in the Institute's Chapel of Our Saviour, conducted by the Director, Dr. Kelley. After the momentous week leading up to the Japanese surrender, it was good to reflect on the significance of world peace. A leaflet "Vision After Victory", with a service to be used when fighting ceased, was inspiring in its message "the end of battle is the beginning of opportunity."

Among the seamen who celebrated Victory at the Institute was a trembly youngster who had recently returned from a trip and had been sent to a marine hospital because his nerves were "shot". He appeared at the Institute dance and explained "They opened the doors at the hospital and said that everybody who was able to stand up and

dress could leave until 10 A.M. the next day. I was so excited I put my clothes on over my pajamas and came here with the fellers."

"We've got to bring the boys home" was the keynote of the Victory celebrations among seamen at the Institute, who prepared to sign on ships immediately.

Vice-Admiral Emory S. Land, head of the War Shipping Administration, declared: "For our armed forces the fighting is over, but the Merchant Marine still faces a mighty task. Upon the men who sail our ships depends the welfare of our troops all over the world. They must be supplied where they are until they can be brought home. Troops must be rotated. Occupational forces must be sustained, the wounded and ill cared for. World shipping must go on into the peace."

Frank J. Taylor, president of the American Merchant Marine Institute, which represents sixty-seven American ship operators, predicted that the nation's great maritime industry will continue at top speed for at least two years, in order to bring home troops from overseas, supply the armies in occupied countries, transport cargoes needed by the United Nations Relief and Rehabilitation Administration's program, and to import materials needed in this country by industries turning to peace-time production. "The Merchant Marine was the first to mobilize and will be the last to be demobilized," Mr. Taylor said.

And so the underlying mood of merchant seamen, as well as all Americans, is thankfulness for Victory, but a grave sense of the multitudinous problems which the war has left, and which must be faced with fortitude and with vision.



U. S. Maritime Service, St. Petersburg
A LETTER FROM HOME

First Peace-Time Voyage to the Philippines



Photo by Marie Higginson

CARGOES OF CLOTHING ABOARD THE S.S. COURSER

Over 20,000 tons of clothing, the gift of Americans, to the liberated people of the Philippines.

STAMP collectors will be interested to learn that a "first-day cover" or cachet will be serviced in connection with the maiden voyage of the United States Line's new 10,000 ton C-2 cargo ship "Courser". This will mark the first peacetime voyage to the Philippines since Pearl Harbor. The vessel will be in the American Pioneer Line service, a subsidiary of the United States Lines.

Each cover will bear a first-class Philippine stamp, whatever is available when the ship arrives in Manila. printed in read and blue ink, with the U. S. Lines house flag and the American flag crossed.

Since there was no time to notify stamp collectors before the sailing of the "Courser", Captain W. A. Woodman took along maiden voyage covers addressed (in pencil) to the Seamen's Church Institute of New York. These will be for sale at 20 cents each when they arrive

in New York.

The "Courser" is named for a 1,026 ton California clipper ship, built in 1851, at Medford, Mass. Her maiden voyage from Boston to San Francisco was 108 days; 44 days from San Francisco to Hong Kong, and 120 days home. Her best run home from China, in command of Captain Cole, was in 1853, in 102 days. The modern *Courser* is 435 feet long and designed for a speed of 15½ knots.

Proceeds on the sale of cachets of this ship, and subsequent ships operated by the U. S. Line will be given to the Seamen's Church Institute of New York for the maintenance of recreational, social and educational facilities at the Institute's 13-story building at 25 South Street, for the comfort and welfare of active merchant seamen of all races, ratings and creeds.

Orders for the "Courser" should be addressed to COURSER

COVER AGENCY, 25 South Street, New York 4, N. Y. Please send coin or money orders. Do not send self-addressed envelopes or domestic stamps.

The "Courser" peace-time cargo will include 1,000 tons of clothing—

20,655 bales of clothing (equivalent to 63 railroad carloads) to be distributed by UNNRA to the liberated people of the Philippines, a gift from the American people who voluntarily responded to the clothing drive last winter; also 600 boxes of shoes; large quantities of cement and building materials for rebuilding bombed homes; food; caustic soda (used for bleaching cotton); autos, tires and tubes; trucks; paper; soap; books; cigarettes; tobacco; public health supplies; medicines, medical instruments, etc.

The renovation, packing and transportation of this cargo was under the Procurement Division of the U. S. Treasury for the account of UNNRA.

On September 12th, while the vessel was in New York harbor, she was visited by Mayor Fiorello La Guardia, Commodore F. G. Reinecke, Commodore Giles C. Stedman, Jaime Hernandez, Secretary of Finance, Urbano Zafra, Technical Advisor to the President of the Philippines, and Major Pedro Lopez, Director of the Rehabilitation Commission.

Mrs. James Charnley, daughter of Sergio Osmeña, president of the Philippine Commonwealth, raised the flag of her country to the foremast of the *Courser*. This flag flies, according to custom, as the ship departs, to indicate the country to which she is bound. The house flags of the United States and American Pioneer Lines, in disuse for security reasons during the war, were broken out on the ship's mainmast by Mrs. Basil Harris, wife of the President of the Lines. The ship's funnel was freshly painted with the Line's red, white and blue bands, since wartime gray is no longer compulsory.

The "Courser" has a crew of 56. The Institute's Conrad Library sent 200 books for the officers and crew to read on the voyage and a tiny gray cat named "Coursey" for good luck.



Photo by Marie Higginson

The Seamen's Church Institute of New York will also service a "First-Day Cover" for the first peace-time voyage of the square-rigged sailing ship DANMARK, which returns to Denmark this month in command of Capt. Knud Hansen, after serving since 1940 as a training vessel for the U. S. Coast Guard. These covers will be mailed from Denmark upon arrival of the famous ship. They may be ordered at 20 cents each from the "DANMARK COVER AGENCY", 25 South Street, New York 4, N. Y. They will make an interesting souvenir of the voyage, and the envelopes will bear a picture of the ship.

First-day Covers will be serviced for the maiden voyages of the U. S. Lines' C-2 ships "ONWARD" (sailing to England) and the "RAPID", sailing in the Australia-Far East trade. They may be ordered (at 20 cents each) from the ONWARD COVER AGENCY, and the RAPID COVER AGENCY, 25 South Street, New York 4, N. Y.

"The Home Run"

THE Liberty ship *William S. Young* has recently returned from Europe with 774 soldiers. During the voyage the Army personnel edited a daily newspaper which they entitled "The Home Run." Through the War Shipping Administration THE LOOKOUT editor was privileged to read some of the issues of this unique newspaper. It indicates the splendid spirit of cooperation between the Merchant Marine and the Army personnel aboard. The ship is commanded by Captain Bagley, and was named for Dr. Wm. S. Young, a Presbyterian minister of Occidental College, Los Angeles. The ship was commissioned in February 1943 and is operated by the WSA and chartered to the Bull Line. During her maiden voyage to the Pacific one of the crew members became ill with gangrene appendix and a successful operation was performed by one of the ship's officers. Returning to New York by way of South America, the ship loaded 10,000 tons of nitrate and since this run has operated in Atlantic waters carrying both troops and cargo.

In one edition of "The Home Run" is a message from the ship's chief steward, Arthur J. Lomas:

"I wish to give my deepest thanks to all Army personnel for their splendid cooperation in the feeding of men and the management of the ship's mess hall.

"The SS Wm. S. Young was converted from a cargo ship to a troop transport. The facilities in the conversion were made to accommodate 550 men, but due to a change in orders we now have 774 on board.

"The ship's galley still is cramped in its original space for feeding the original crew of 56 men. With these facts in mind, you can readily see

the problem which confronted us in handling the expanded mess.

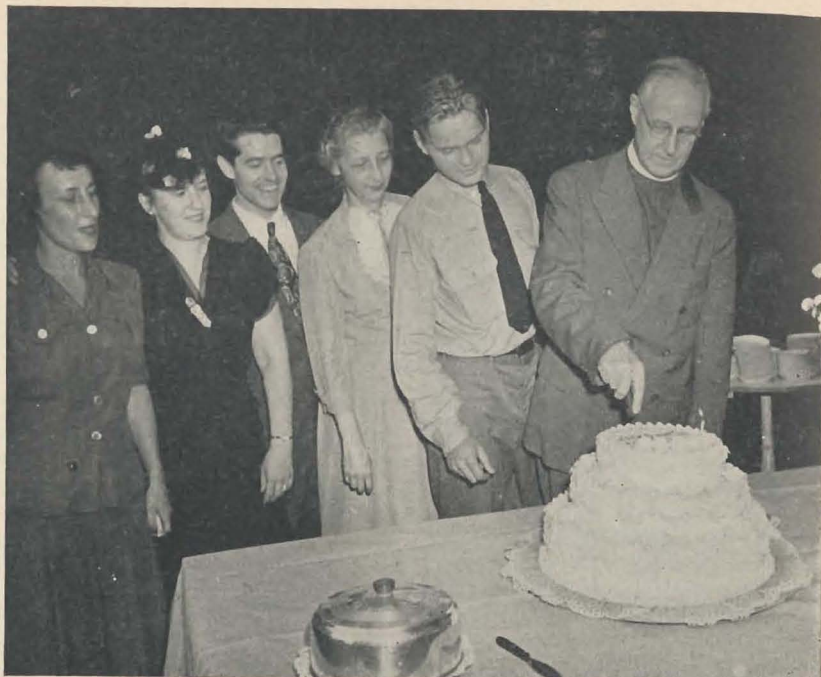
"The Army menu calls for two hot meals a day, but through your cooperation we are able to serve three. No doubt, most of you are concerned with the supply of *ice cream and milk*. We have in storage enough to last us the rest of the trip and then some. I am determined to give you men everything in the way of food that we have on board and to dock with empty stores. To do this we are making arrangements to have a *nightly snack* for the duration of the trip."

Each day, "The Home Run" recorded the number of miles covered the previous 24 hours, and headed the column with the cheering news "Only 1357 miles to go."

The ship was at sea, proceeding to Hampton Roads, Norfolk, Va., with "811 miles to go" when the radio operator brought the news of the Atomic Bomb.

In the last edition of this ship's newspaper, Colonel Clarence K. Darling, Troop Commander, wrote: "As this trip nears an end, I view it with two mixed emotions, happiness and regret. I sincerely regret leaving the boon companions met here. I want to congratulate all the people of the ship for their whole-hearted effort to make the trip enjoyable to all. And this feeling on my part *even includes the ship's cat*, even though she did hide the rat in Hold Three!"

Captain Bagley wrote: "To all officers and enlisted members of the armed forces on board: This is the best voyage I have had transporting armed forces. Your cooperation with the merchant crew, your policing quarters and decks, and your cleanliness have been well attended to and greatly appreciated."



Photos by Marie Higginson

The Janet Roper Club, maintained at 3 East 67th Street by the Seamen's Institute for Merchant seamen and their families, observed its second birthday on September 8th with a garden party attended by 423 seamen and hostesses. The Institute's Director, Dr. Kelley, cut the cake while Mrs. Arthur Leonard, Mr. and Mrs. Mortimer Davenport, Miss Elizabeth Parmly and a Seaman look on. Among those who entertained were Tom Waring, pianist; Victor Hammer, guitarist; Billy Banks, comedian; Don Chambers, directing square dancing; Daisy Brown, pianist; Samuel Eaves, accordionist; Ruth Solomon, ballet dancer; Irene Wicker, "The Singing Lady"; Elsie Arnold and Jean Snyder of "Oklahoma", and dancing to Mac Boker's Orchestra.



The Club is named for the late Mrs. Janet Roper, the Institute's house mother and friend of seamen for 53 years. It is housed in the beautiful gallery and garden of the late Thomas Fortune Ryan's home.

General Wainwright Comes Home.

by ANNE CULHANE

IT WAS the 13th of September 1945 and the gala dress flags quivered excitedly up and down, in and out the ship masts, black and white, scarlet and yellow crescendoing at the top into the Stars and Stripes. General Jonathan Wainwright had come home. South Street, broad to the sun, waited. And then the air was filled with sound. The whole waterfront beat with the cry of a thousand sirens. The motorcycle police cut thro' space and were gone. South Street paid them scant attention, peered anxiously to see the General. His car left a trail of cheers in its wake as it rolled swiftly down the avenue of upraised arms. As he passed the Seamen's Institute the General lifted his face so that his gaze travelled up and up over the building while his hand moved in a slow wave friendly with salute.*

The gulls circled wildly over the piers and docks against a burning blue sky, the flags rippled in the wind, the confetti was so many miniature ecstasies along the pavement. Someone sang out, "Did you see him? I did."

The General gave a message to the people of America on that 13th day of September when he passed through New York. Said he: "I cannot forget . . . I could not forget even if I would . . . the suffering of my comrades . . . their sacrifices will have been in vain if ever we allow this country to grow

indifferent to danger."

EDITOR'S NOTE: The Institute takes a very special pride in General Wainwright first because we have known his son, a Captain in the American Merchant Marine, ever since the days when he used to visit in our Apprentices' Room, and secondly, because the General's cousin, Col. J. Mayhew Wainwright, was a member of the Institute's Board of Managers until his death in June of this year, and third, because the General's wife, during her long vigil, hoping and praying for the safe return of her husband, has been a visitor and a faithful subscriber to the LOOKOUT.

General Jonathan Wainwright, after inspecting his son's ship, The Lakeland Victory here in San Francisco harbor, today said, "I am proud that my son, Commander Wainwright of the U. S. Maritime Service is part of this great American Merchant Marine. The youth of the nation and the training they are given now for service in the Merchant Marine will greatly effect the postwar economy of the United States. The winning of the war depended upon the amount of supplies that were delivered by this great fleet to every Pacific base and beachhead."

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Press Association Photo

General Jonathan M. Wainwright greeted by his son, Commander Jonathan Wainwright V of the U. S. Merchant Marine.

A SIGN OF PEACE

WARTIME GRAY gives way to bright bands of yellow and blue on the funnel of CHANUTE VICTORY at Todd Shipyards Corporation's Brooklyn division — symbol of reconversion of American merchant shipping to peacetime operations. The vessel, operated for War Shipping Administration by American-Hawaiian S.S. Co., is one of 40 Victory ships converted by Todd yards as combination cargo and troop carriers.

GRAY SHIPS TO TAKE ON GAY HUES

New York Harbor will take on a more festive air in the near future when the ships that have carried the men and materials of war for four long years shed their wartime coats of dull gray and assume the more gala coloring of peacetime travel and commerce, a War Shipping Administration spokesman said here today.

The regulation requiring ocean-going ships to be painted the neutral and hard-to-see gray was lifted Aug. 20 by the WSA following the news of the Japanese acceptance of our surrender terms.

"The ships can reassume their identity now," the spokesman said, "and we want them to do it. About 10 or 12 of the big companies, including the United States Lines, the American Export Lines and United Fruit, have already started to repaint their ships in their own distinctive colors.

"So far, the repainting is most — shouldn't be long before most of the ships operated by the lines are carrying their prewar colors."

The United States merchant fleet had about 900 vessels before Pearl Harbor, according to the administration spokesman, and since that time 4200 additional ships have been built to make this fleet the largest operated by any nation in the world.

Many of these ships will be surplus after the war and the companies won't want to operate them on a commercial basis, the WSA said, although they are operating them now on cost-plus contracts with the government.

Those ships that are not absorbed by the steamship companies in their postwar expansion in world war trade will be turned back to the government as surplus. The disposal of these ships is provided for in a bill soon to come up before Congress.

THE LIGHTS OF PEACE

180 miles out of New York, the Liberty ship *Anson Jones*, leading a convoy of forty-eight merchant vessels, turned on her lights, and behind her, the dark face of the ocean suddenly glowed as the other ships in the convoy followed her example. For the first time in almost five years, ships were sailing without the fear that had pursued them from beneath and above the sea. No longer a concealer of sudden death, the Atlantic was again a friend.

While the passageways of half the world are lighted again, the other half still is cloaked with the darkness of war. The evermore active Pacific carries our ships to Allied island bases, closer and closer to the bristling shores of Japan. The only lights there are the flashes of guns, the meteor-like descent of burning planes and the ever-spreading flames in bomb-devastated Nippon. And then the darkness closes in once more.

But we will bring light to the East again. As the lights have gone on in Europe, when we drove out the black, mind-enshrouding fog of the German tyrants, so will the fighting men of America, Great Britain and China, supplied by the merchant fleets of the United Nations, destroy the evil heart of Japan and occupy her soil. And then once again, the whole world will be bathed in light, so that men may discern the road of the future, and travel down it together in peace.

The Hearing Line, U.S.M.S.

This prophetic editorial was published before V-J Day.

Courtesy, Todd Shipyards Corporation



Lest We Forget ... Our Merchant Marine

THE wonderful news of victory in the Pacific makes all of us rejoice that an era of bloodshed and suffering is ended and a new day of Peace has begun.

Our Merchant Marine are now assigned the happy task of bringing back soldiers from the fighting fronts. The supplying of occupation troops, the relief of liberated countries, and the reestablishment of world trade routes are among their peace-time duties.

As they did their share in the war to deliver the goods, so they will contribute their important part in winning the peace by helping in the long period of reconversion to civilian industry and stability—serving as vital links between the nations.

Merchant seamen will continue to enjoy the home-like, friendly facilities provided for their comfort and welfare at the Seamen's Church Institute of New York. They know that in peace or war, prosperity or depression, the Institute is their friend. Here they enjoy wholesome meals at moderate cost, clean beds, and here also they can spend their shore leave in comfortable, hospitable surroundings.

Seamen paying for lodgings, meals, etc., provide about 75% of the cost of maintaining this great shore home. The remaining 25%, which pays for recreational, social service, educational, health and religious services must be raised annually by voluntary contributions.

We earnestly hope that you will continue your interest in the welfare of these seafarers by renewing your annual gift, and thus pay tribute to their heroism and valor. These seamen will continue to face the usual hazards of the sea, but when ashore they appreciate the welcoming lights greeting them at the Institute, symbol of peace and symbol of a warm welcome after long voyages.

LEST WE FORGET: Help to say "WELCOME HOME" at "JOURNEY'S END."

Kindly send contributions to:
HARRY FORSYTH, *Chairman*
Ways and Means Committee
Seamen's Church Institute of New York
25 South Street, New York 4, N. Y.

EVENTS OF INTEREST IN SHIPPING WORLD

Wide Variety of Merchant Vessels Helping in Dash Into Tokyo Bay

A former coastwise passenger and cruise liner, a score of one-time commercial oil tankers, a number of C-2 cargo vessels, named originally after famous American clipper ships, and a wide variety of other merchant ship types participated in the triumphant entry of our Navy into Tokyo Bay, the American Merchant Marine Institute. Representative merchant-type vessels included the *Rescue*, a Navy hospital ship, which in peacetime was the St. John of the Eastern Steamship Company.

Serving as fleet ships, hospital ships, transports, seaplane tenders, ammunition ships, storeships and attack cargo vessels, these former merchant ships were recently announced as part of Adml. William F. Halsey's fleet of 383 vessels. The *Alyone*, an attack cargo vessel, was formerly Moore-McCormack's *Mormacgull*, which operated between here and the East Coast of South America.

Among the tankers was the *Cimmarron*, the first of the 18-knot tankers to be built under the Maritime Commission's long-range construction program.

PEACE-TIME CARGOES — EXPORTS AND IMPORTS

Ships of the Merchant Marine which formerly carried guns, tanks, planes and war supplies are now filling up with grain, wheat, corn, sugar, soy beans, cattle feed, canned goods for starving Europe.

From South America Liberty ships and tankers are bringing imports for peace-time use: coffee, copper, copper ores, tin, zinc, manganese ore, nitrates, and bananas.

Arrival of the first Liberty ship bearing entirely lend-lease instead of military cargo to Cherbourg, France recently evoked a warm welcome from French civilians and officials. Capt. George Gitskin, of Boston, Mass. master of the *Joshua Slocum* in response to the welcome, said:

"I am deeply honored by the grand old city of Cherbourg for being commander of the first Liberty ship to bring a cargo of goods which will mean food and shelter and a benefit to mankind. I feel honored as the one who has started a string of ships which will follow in my wake."

Excerpts from Fleet Admiral CHESTER W. NIMITZ'S Statement

Aboard U.S.S. MISSOURI, Tokyo Bay, Sept. 2nd:

"I take great pride in the American forces which have helped to win this victory. America can be proud of them. The officers and men of the U. S. Army, Navy, Marine Corps, Coast Guard and Merchant Marine who fought in the Pacific have written heroic new chapters in this nation's military history. I have infinite respect for their courage, resourcefulness, and devotion to duty. We also acknowledge the great contribution to this victory made by our valiant allies. United we fought and united we prevail."

Excerpt from President Truman's V-J Day Address; Washington, Sept. 1st:

"Our first thoughts, of course — thoughts of gratefulness and deep obligation—go out to those of our loved ones who have been killed or maimed in this terrible war. On land and sea and in the air American men and women have given their lives so that this day of ultimate victory might come . . . We think of all the millions of men and women in our armed forces and Merchant Marine all over the world who, after years of sacrifice and hardship and peril, have been spared by Providence from harm . . . With the other United Nations, we move toward a new and better world of peace and international good will and cooperation."

Excerpt from General Douglas MacArthur's Address at the Japanese Surrender Ceremony, Tokyo Bay, Sept. 2nd:

"Today the guns are silent. A great tragedy has ended. A great victory has been won. The skies no longer rain death—the seas bear only commerce—men everywhere walk upright in the sunlight . . . The holy mission has been completed and in reporting this to you, the people, I speak for the thousands of silent lips, forever stilled among the jungles and the beaches and in the deep waters of the Pacific which marked the way. I speak for the unnamed brave millions homeward bound to take up the challenge of that future which they did so much to salvage from the brink of disaster."

Chipper Skippers

By Louise Bascom Barrett*



Photos by Lawrence Thornton



Certainly no charitable organization in the world has been the subject of more copy and photographs or is a better objective for a nickel sail on the Staten Island ferry across the bay—a sail followed by a ten-minute ride on Bus No. 1 from the St. George ferryhouse to \$5,000,000 Sailor's Snug Harbor itself!

Alighting from the bus some time between the admittance hours of 9 A.M.-5 P.M. (closed Sundays), the visitor



TWO Gotham institutions are frequently confused not only by visitors but also by New Yorkers. These organizations are Seamen's Church Institute, 25 South Street, Manhattan, and Sailors' Snug Harbor, Richmond Terrace-Henderson Avenue, Staten Island. The former is a 13-story building where during the year thousands of seamen on shore leave are furnished with clean lodgings and good food for a minimum price, likewise entertained, provided with banking and post office facilities, and ministered to in many other ways by workers who understand mariners and their needs. The second organization was conceived by Captain Richard Randall, who, in 1801, bequeathed the fortune inherited from his father, "an honest privateer," to build a home for followers of the sea whose age or ill health made it necessary for them to "swallow the anchor."

And what a home this master mariner's dream turned out to be! Sixty acres of lawns, flower borders, graceful shade trees, also 50 imposing buildings, a satisfying view of Kill van Kull where numberless ships go sliding by, and 40 utilitarian acres devoted to such necessities of living and dying as dairy barns, vegetable gardens, and a private cemetery!

* Editor of the "The New York Visitor" Published by N. Y. Central System.

loiters a bit on the pier overlooking the choppy water where lines of great ships ride at anchor on the Jersey horizon. After a few whiffs of salt air to capture the proper mood, attention drifts across Richmond Terrace to tree-filled grounds on a pleasing knoll, where a row of eight sea-facing buildings with doric columns and dignified steps leading to welcoming porticos tempt investigation.

The visitor's first pause is at the perky little gatehouse, in which a watchman and his maltese cat live day and night. Here, the visitor is supposed to register and state his business, but the formality of phoning Governor Howard A. Flynn for a pass to enter is usually dispensed with if the visitor merely wishes to look at the imposing main building and saunter around the grounds gazing at the monument above the remains of the donor of Snug Harbor, at the goldfish pond with its own lighthouse, at the magnificent governor's mansion, or at the executive building with its quaint relics of the past.

Entering the main edifice, arm chairs for octogenarian guides in blue suits and bright buttons are immediately noted. These old men are paid by their institution to conduct visitors around, but usually acquire small additional gratuities for candy and other personal wants. However, they will gladly tour the grounds without compensation because they like to reminisce and because they enjoy being called "Captain," a rank to

which all mariners are elevated upon entrance to Snug Harbor.

Before being hurried into sightseeing, the visitor endeavors to look at the spotless long rectangular entrance hall with its great star in the center of the hardwood floor, the ceiling cupola of glass, stained glass windows gay with marines symbols, lighted constellations against night-blue skies, the moon and stars, the sun above the clock, and numerous mottoes such as "My Cross is My Anchor," "Port After Stormy Seas," or "Rest After Dangerous Toil."

While the visitor is gazing around and perhaps peeping into the governor's offices to note the ceilings ornamented by painted ropes and steering wheels, the guide is plucking his arm to start sightseeing, finally hurrying the stranger into the reception room where paintings of former governors of the institution are hung. Some of the paintings are of particular import, such as a full length portrait of Alexander Hamilton, who suggested the idea of aiding retired mariners and who assisted in drawing a will which was so sound that the Bishop of Nova Scotia and many other disappointed Randall heirs were unable to set it aside despite 30 years of lawsuits. There is a picture, too, of Randall himself in kilts, and another of his overseer in the days when the master lived alone with his dog on his 20-acre farm on 10th St., Manhattan, tending his beloved gladioli.

As a matter of fact, Sailors' Snug Harbor is well supplied with pictures, having more than 100 old marines of various kinds. In the halls and rooms are such subjects as "Summer Morning at Sea," "Sandy Hook Pilot Boat No. 1," "Entrance to Upper Bay New York (1850)," and "Schooner Thos. S. Negus." Boats are not only pictures, however. One immaculate room contains about 30 engaging ship models. These range from *Sloop Experiment*, one of the first ships to sail under the American flag in China waters (1874) to miniatures of such favorites as *Savannah*, *Kearsarge*, and *S. S. Hartford*. Many of these fine models were made and presented by inmates. A few years ago salts toiled over tiny gleaming hulls and intricate rigging—models which were sold for them through the Seamen's Church Institute for from \$75 to \$150. Today, however, only two or three carvers are engaged in this industry, although there is one man who specializes in hardwood boxes of all kinds, and others who construct hammocks on order. The younger men who made models left the institution as the war clouds lowered in order to be of use as mates or guarding important Government piers. Consequently, although the institution is geared to care for 800 men,

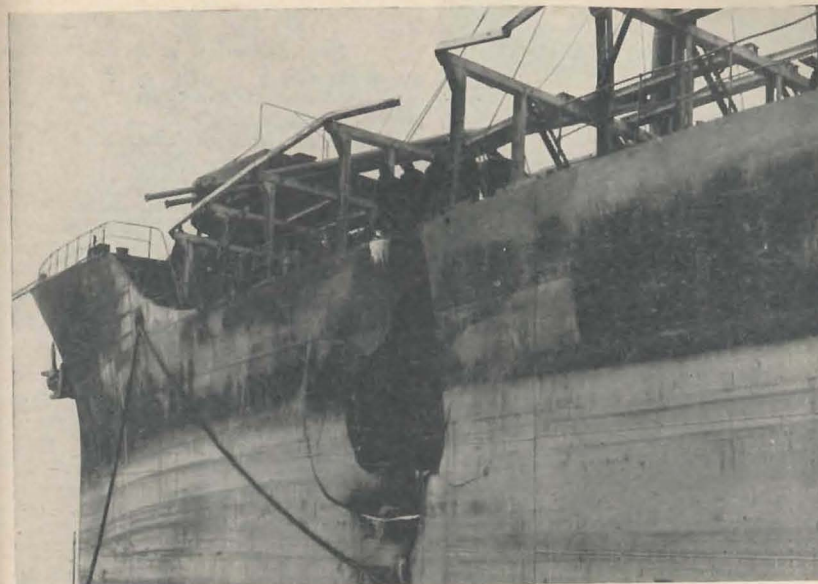
only about 400, ranging in age from 45 to 100, are left, many of them being quartered in the fine hospital, staffed with good doctors and male nurses.

The well mariners have their own rooms which they themselves keep shipshape under the keen eye of a house captain, who also sees to it that they are at 7 o'clock A.M. breakfast and that lights are out at 10 P.M. Men who are able to work are given small gratuities for assisting in waiting at table, cleaning halls, raking leaves, tending the 40 dairy cows, and performing similar simple duties. When off duty, they and their less active friends enjoy the writing room (which resembles a children's schoolroom), peruse papers in the reading room, listen to radio programs with headpieces to keep the place quiet for their fellows, play billiards or checkers, attend movies twice a week, go to the imposing Snug Harbor church on Sundays, or stroll to the water's edge to grumble rather audibly at the way new mariners take their ships up the channel.

All the Snug Harbor dwellers have considerable freedom. They may come and go as they like, but are expected to notify Governor Flynn if they anticipate being away overnight. If they accept an outside job, they resign from the institution until they tire of employment and then can be re-admitted upon proper recommendation. For admission, it is necessary for a native-born American to be 65 years old and to have certified discharges for service under the Stars and Stripes for at least five years. Foreigners are admitted if they have served ten years in American tonnage. Naturally, good character is emphasized. Also, the merits of each case are thoroughly considered by an entrance board so that in some instances, such as incurred blindness, candidates are accepted earlier.

Since 1833, when the institution was opened, more than 8,000 men have lived and died there, their clothing, food and tobacco being provided by Sailors' Snug Harbor, which has proved that good works have their reward, since the institution's income has grown amazingly. From interest of about \$4,000 the year of Randall's death, the trustees by skillful management have increased the principal until in 1848 the interest was \$40,000; 1898, \$400,000; and in 1927, \$1,000,000, with a surplus of over \$3,000,000. Today, it costs more than \$450,000 a year to run the institution, and income, because of changing times, is not what it was. Whatever the amount available, experienced Governor Flynn will no doubt trim his sails to meet requirements. Certainly, rich or poor, it is a remarkable institution—one where old mariners gladly "strike their flags" in ease and peace.

Repairing Merchant Ships



The gaping hole in her side sent the 16,000-ton tanker *Spring Hill* to the Brooklyn Division of Todd Shipyards Corporation after being in collision with the tanker *Pan Clio* in Upper New York Bay last Feb. 5. In the disaster, nineteen lives were lost and 122 crew members were injured. The ship has now returned to sea.

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Courtesy, Todd Shipyards Corp.

This Diver, Francis J. Hambrecht, at Todd's Erie Basin Yard repairs Merchant Ships. He examines the hulls of ships for damage from underwater explosions, or from torpedoes. He also scrapes ice from the keels of freighters and tankers.

Official Coast Guard Photo

SHIP PAINTERS' SERENADE

A Coast Guard Orchestra provides the rhythm as a paint-up detail slaps a beauty treatment on the hull of a troop transport. Paint brushes fly with gusto as their welders swing through the job to the latest popular tunes.



U. S. Coast Guard Photo

QUICK, WATSON, THE NEEDLE

In carrying out his duties afloat, a seaman must be handy with the needle.

Here, Coast Guardsman Duncan J. Waddell, of St. Joseph, Missouri, demonstrates his "Sewmanship" by repairing a rip in a canvas cover for a piece of ship's equipment somewhere in the Pacific.

JOSEPH CONRAD

This picture of the great seaman-novelist was recently seen in a photographic store in Glasgow by a merchant seaman, Frederick Park, who describes himself as "a Scottish admirer of Joseph Conrad," who uses the Institute's Conrad Library whenever he is in the Port of New York. He brought the picture back from Glasgow as his gift to the Library.



RADAR

Vice Admiral Emory S. Land, USN, Retired, Chairman of the United States Maritime Commission, announced today that in order to explore the post-war possibilities of radar in its application to safety-at-sea programs, the Commission is testing five sets of a new type of radar equipment.

A demonstration installation has been placed aboard the SS AMERICAN MARINER, training ship of the WSA's Maritime Service training programs.

The new equipment is called the Electronic Navigator. Additional sets will be placed aboard other vessels as they are completed. While somewhat different from the radar of the armed service, the electronic navigator has indicated possibilities of post-war application to Merchant Marine operations.

Major sea disasters have resulted from collision at sea under fog or in darkness with icebergs or other vessels. It is expected that the electronic navigator will do much to eliminate this hazard.

CHRISTMAS AT SEA

The World Council of Churches has sent out an appeal for Christmas packages for the liberated people of Europe, Asia and the Philippines. This is a most worthy cause and one that will promote a bond of Christian brotherhood, but we must also remember our Merchant Marine who will make possible the delivery of these gifts, so please also pack a Christmas Box for our brave seamen who played such a large part in making possible V-J Day.

Although Peace has been restored there is still a Herculean task for our Merchant Marine to perform. It is these men who will man the ships to carry food to our Forces of Occupation and supplies to the devastated countries. By our gifts let us express the true Christian spirit in helping others and bringing "Peace on earth, good-will towards men."

For an itemized list of articles and for Christmas boxes to be filled, apply to the Central Council, 25 South Street, New York 4, N. Y.

In the Lookout Mailbag

A RECIPE FOR LONGEVITY!

Dear LOOKOUT Editor:

I am a subscriber to THE LOOKOUT and THE GOAT WORLD and have been a member of The American Milk Goat Record Association since 1906.

The Goat World is the official representative and should see your article on page 7—"A Goat Stew Diet"* My sister and I, the late Miss Abigail Brown Tompkins, the artist, when we were living in South Orange, N. J. read THE LOOKOUT, and contributed to the Institute, for books, Art, etc., and had a pleasant correspondence with Mrs. Roper.

In Newark, N. J. from 1879 to 1905, we had milk goats, and how we did like the milk, cream, and flesh. Since then, I have had such a longing for some of the meat, either roasted, stewed, fried or dried. It must have been its strengthening qualities that made Captain G. W. Johnson of the S. S. BENJAMIN SMITH and its crew, undertake such a hazardous trip from Grand Drawin in French North Africa, where they were served Goat Stew every day and tired of it, and as their ship had been torpedoed in January 1943, to go 75 miles in their lifeboats, to Grand Lahue, where they found an assortment of food, and refused any goat stew.

Still there has been a great change in sailors' food on board ships since the days of "Two Years Before The Mast", the book of Richard Henry Dana, when the daily meat was salt pork, and the bread was "hard tack".

You will not find this letter is spelled right, but I know you will pardon that, when I tell you I will be 85 years old September 1, 1945.

I use Dehydrated (powdered) Goat Milk from Michigan.

With all kind regards to you and all at the Institute, I am

Very sincerely,
Miss Emma L. Tompkins.

* August LOOKOUT.

Dear LOOKOUT Editor:

I have just read with great interest the article on page 15 of the August Lookout, about the gallant ship *Samuel Parker*.

May I add something which may be of interest to church men who read The Lookout? The gallant ship *Samuel Parker* was named after one of the pioneer missionaries to Oregon who, in 1835, at the age of 55, traveled by steamboat, stage coach and river steamer from Ithaca, N. Y., to St. Louis, where he picked up

his associate, Dr. Marcus Whitman, whom he had interested in missionary work among the Indians.

Together Dr. Whitman and Dr. Parker made the journey across the continent as far as the rendezvous in the Black Hills. Discovering that the field was ripe for the harvest, Dr. Whitman returned East for more missionaries and to take unto himself a wife. Dr. Parker continued alone with the Indians, making the journey across the Saw Tooth Mountains of Idaho into Walla Walla and thence down the Columbia River by canoe with a lone Indian guide, to the mouth of the river. Dr. Parker's report published in five editions, was the first report of a scientific man on the general conditions west of the Mississippi, and this report is the basis on which missionary locations were determined.

Dr. Parker was a Congregationalist, sent out under the auspices of the First Presbyterian Church of Ithaca, N. Y., and reported to the American Board of Commissioners of Foreign Missions of the Congregational Church in Boston.

Completing his mission in Oregon, the returning journey overland presented difficulties of oncoming winter, etc., too great to be undertaken. Therefore, Dr. Parker sailed from Astoria, Ore., in a ship bound for the Sandwich Islands. He remained at Oahu for nine months, waiting for a vessel bound for the United States. Finally he set sail in the good ship *Phoenix* bound for New London, sailed around the Horn, and, landing in New London, journeyed by stage coach and boat to his home in Ithaca.

It has always seemed most fitting to me that this gallant gentleman should be so honored by the naming of a Liberty Ship, and the fact that the ship has traveled successfully over the same waters its namesake traveled a century ago makes it even more interesting.

I happen to be a great grandson of Dr. Parker.

Respectfully yours,
L. A. Mack.

Dear LOOKOUT Editor:

I was much interested in the first article in the August "Lookout" and particularly in the note on page 2, which alludes to the 7 Masted Schooner "Thomas Lawson", for it brings to my remembrance a story which may interest you.

The schooner mentioned was named after a very wealthy Bostonian who I think owned the celebrated trotting mare,

"Maud S." when she broke the world record by trotting a mile in 2 min. and 8 sec. Mr. Lawson was a very strong opponent of superstition and wrote a book in 1907 entitled "Friday the 13th" in which he combated forcibly all superstitions but particularly that relating to the number 13 and other favorites.

Some time after this book was published the big 7 masted schooner was built in Bath, Me., and named after him. She was put to work in the coasting trade here but was not a success because she could not find cargoes in the coast ports to fill her holds and yield a suitable profit, so after a sufficient test her owners decided to send her to England for a cargo which they hoped would be profitable. She sailed in the autumn, in ballast, and entered the English Channel on Friday the 13th of December, was struck by a sudden gale and went to the bottom.

Strange fate that a vessel named Thomas Lawson should go out of existence on Friday the 13th!

Very sincerely,
Thatcher T. P. Luquer.

Recollections

IN A RECENT LOOKOUT the brief article entitled "The Hey-day of Coastwise Steamship Trade", in which Mr. Hathaway mentions the famous *Yale*, *Harvard* and *Commonwealth*, fills me with a certain nostalgia, not only such as I felt in my boyhood when I daily watched (that year and many others) the bright procession of white steamboats move up Long Island Sound each afternoon, but also a new nostalgia for my feelings at that time when "everything seemed right".

I was born and grew up on my family's "country place" not far from New York, and our house had an uninterrupted view, over fields and woods, of the Sound and of Long Island, extending from "Execution Light" to Oyster Bay—and beyond, if I climbed up into the tower of my grandfather's house. Though so many things have

changed, the view is still the same, but the stately array of ships has gone.

We had a fine telescope on our front porch, and as soon as I was tall enough to look through it, standing on a stool, I would wait each afternoon for the appearance of the "evening boats", reading their names as they went by. By the regularity of their passing, I could tell the time and know when to expect dinner without looking at the clock.

First, of course, came the "Boston Boats", and later those bound for New Bedford, Fall River, or nearer ports: the *Richard Peck*, the *Puritan*, *Priscilla*, *Plymouth*, and *Commonwealth*, and many others whose names would recur to me in the course of time.

I must admit, after making trips on some of these, that the distant promise of glittering palaces was dispelled by the actual stuffiness (to speak kindly) of the staterooms and by the inferior food, not to mention the long delays in the morning if the harbor were foggy. But it was always a delight in summer to sail around the Battery and up the Sound in the late afternoon and twilight, and perhaps, reversing my usual vision, to pick out with binoculars my own home on its hillside as we passed by. The ships all kept their proper places in a dignified march, and the moon too, even seemed to come up in orderly fashion.

Most of all (for I still have the same house and the same telescope) I miss in late afternoon the friendly procession of ships, for they have been withdrawn, one by one, until perhaps none now are left. When they return, it will be to me a symbol of normal living.

Edward Steese.

Marine Poetry

TRANSPORT HOME

O ship, proud keeper of our hopes and dreams,
We come to you with all our precious schemes;
We come from recent battles fought and won,
And some from ships, torpedoed, beaten, done!
All homeward bound, some to return again,
None feeling that his part has been in vain.
O ship, and we as brothers all,
You hold our hearts, our hopes, our prayers, until the port of call.
And always after on your future trips,
To far off places, from our many lips,
Our brothers bearing to the battle ground,
Above the wind and rising seas, old sounds so newly found,
The whisper of our prayers will rise to cheer you,
Safely on your course our prayers will steer you,
O Mother Sea, guide safely on thru your domain,
Our transport home that she may well fare forth again.

By Seaman Dan Howard.

HOME THOUGHTS IN EXILE

The eternal sun, the cloudless blue of heaven,
The golden blue of ocean rolling free
The Barren Rocks, by Vulcan reft and river
The heat aquiver over land and sea.
The slender palms, their feathered top fronds sway
The white surf thunders long the gale-swept shore.
The star-strewn night that swiftly follows day.
The moonlight o'er the docks at Kidderpore.
Yet these are not the scenes that charm my eyes.
Nor ease the pain of partings bitter smart
My native land! For you my spirit sighs,
For her who holds in thrall my loving heart.
For wife, for friends. The sacred things of home.
For all the joys once known in days lang syne
Tree shaded roads where once we used to roam
The growing fields of grain. The browsing kine.

The yellow blaze of broom along the way
The mist of purple heather on the hill
The cottage gardens blooming fresh and gay
The distant beat of busy threshing mill.
For these, in exile does my spirit yearn
But most of all for you my dearest wife
To home and you I pray I'll soon return
To know once more, the sweeter things of life.

By Thomas Hill, A.B. Seaman.

ARCOLA WATER

This was the mill where my Father stood
With his little son by the hand,
The creaking wheel threw a rainbow hood
Upon the unquiet sand.
"The stream will find in good time the sea
And the mighty ships." And his voice
Grew faint, as deep in the heart of me
The old blood began to rejoice.
The mill is gone, and my Father is gone,
And the boy's gone down to the ships,
His face like flint till the war is won,
A vision caressing his lips.
He stands where Father had urged he stand,
On the bridge, old blood running swift;
As the fair arch spans his native land,
Creaking bows to the long waves lift.

John Ackerson, USMS.

N. Y. Times, 7/28/45

THE MARINER'S HOSTESS

The lady with the lamp aloft her hand,
The lonesome ideal under blue or gray
She faithfully greets you when you come on land,
Salutes you when you ship from New York bay.
The swarms of summer throng about her feet,
To visit pilgrims come from every state.
From North and South, from East and West they meet
She never disappoints you at the gate.
How tears of joy have mingled with the sea!
How hearts have throbbed at her majestic sight!
The old folks sang aloud and made their plea
To see her gray at day or shining light.
The faith of France believed her free of crown.
Democracy can never let her down.

By George E. Reid.

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LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we submit nevertheless the following as a clause that may be used:

"I give and bequeath to **"Seamen's Church Institute Of New York,"** a corporation 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. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."