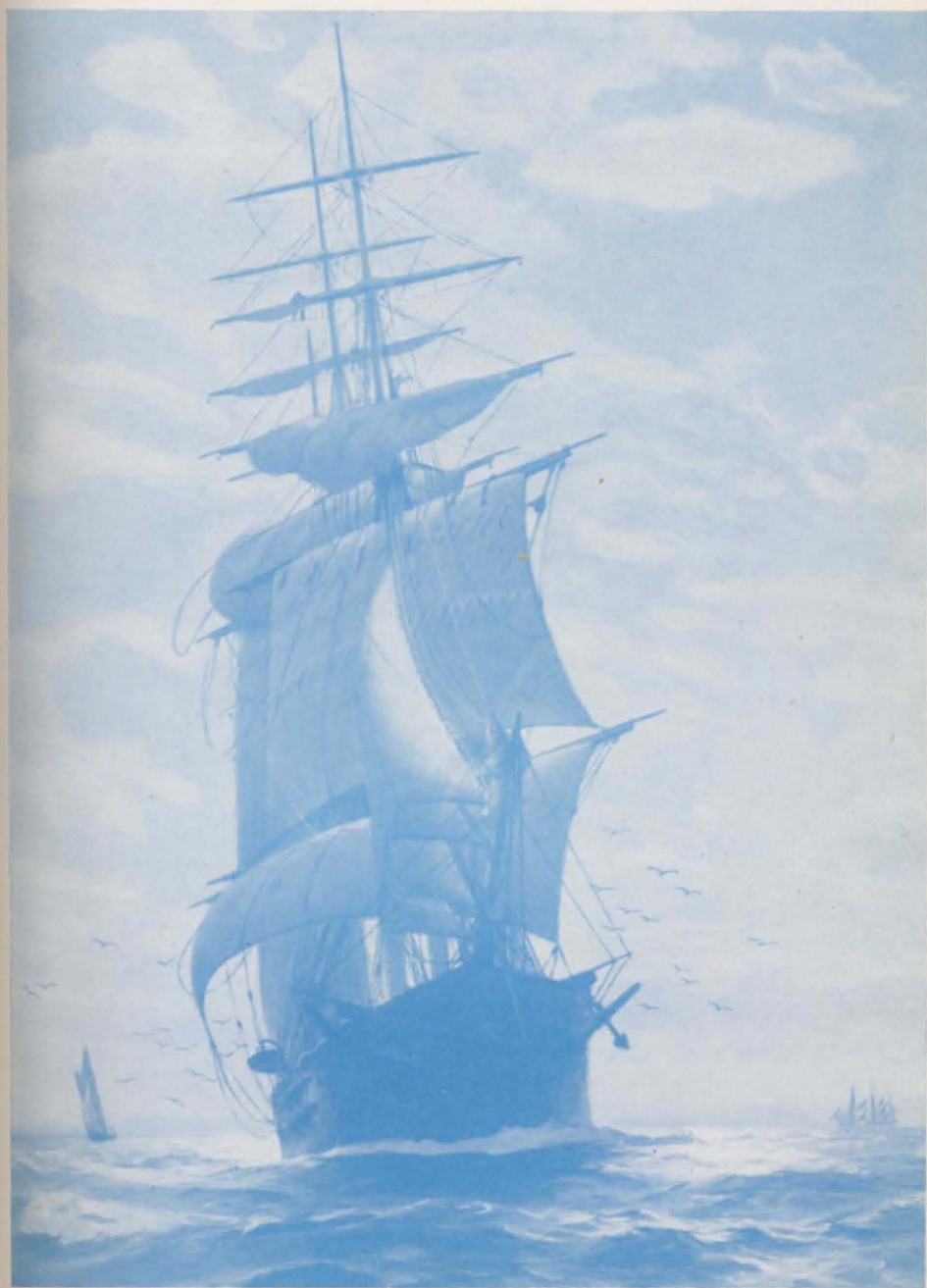


The LOOKOUT



*Courtesy, Columbian Rope Company and
U. S. Naval Institute Proceedings*

From the painting by Charles Robert Patterson

Clipper Ship "Young America"

SEAMEN'S CHURCH INSTITUTE OF NEW YORK
VOL. XXXI NO. 5

MAY, 1940

Our Sanctuary

O God, thou who art eternal Light and Truth; Look with favor, we beseech thee upon the Seamen's Church Institute of New York. Give wisdom to its Managers and Staff. Add to its resources and equipment. Let it be to all seamen a haven of safety and inspiration, and for the setting forward of thy Kingdom. Through Jesus Christ our Lord. Amen.

(adapted)

The LOOKOUT

VOL. XXXI, MAY, 1940
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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK
25 South Street

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

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Survivors of Storm and Torpedo

THE passing weeks are tinged with sorrow for the shiplover because of the loss of notable vessels, both large and small. We particularly regret the loss of an old favorite, the 2,795 ton sailing vessel "Olivebank", one of the famous "Grain Race" fleet of squareriggers from Mariehamn, which was sunk by a mine in the Baltic. The cause of the sinking is not always enemy action, by mine or torpedo, but sometimes "dat ole debbil sea."

Recently, the Institute has been host to a number of shipwrecked crews of varying nationalities, further evidence of the international aspect of the service rendered to merchant seamen. During one week in March, there lodged at 25 South Street a Finnish crew from a torpedoed freighter, a Nova Scotian crew of a lumber schooner which foundered in a storm, and a Javanese crew of a Dutch freighter waiting to be transferred to another run.

The Javanese crew were Mohammedans and had to cook their own food in a special way according to the rules of their religion. The Institute provided the spices, rice, fish and meat and then four of the crew were delegated to prepare the meals in the Institute's galley. They also ate in a separate room from the other seamen, according to the dictates of their faith, so a dormitory on the fifth floor was temporarily converted into a dining room. The crew spoke no English and might have had a difficult time but for the lucky circumstance that a sailor named Joseph Goodman who had lived as a boy in Sumatra, Dutch East Indies, volunteered to act as



Survivors of the Finnish Freighter "WILJA" at the Institute

interpreter, since he could speak Malay. He conducted the crew on sight seeing tours of New York and watched them express amazement at viewing the Empire State Building and Radio City. At last they embarked on the cargo liner "Noordam" of the Holland-America line to inaugurate a new service from New York to the Far East. The colorful costumes and picturesque dances of this crew from Java caused considerable comment around the Institute lobbies during their sojourn of several weeks.

The crew of the Nova Scotia lumber schooner "Chisholm", which foundered 300 miles east of Bermuda and were rescued by the Swedish freighter "Sagoland", arrived at the Institute after spending fourteen days clinging to the masts of their waterlogged vessel. They

had eaten only raw potatoes and turnips during the long ordeal and so enjoyed the varied and appetizing meals served in the Institute's large cafeteria. Apple pie and baked beans were their favorite dishes. The British consulate shipped them home to Nova Scotia after a week in New York.

Twenty-six members of the Finnish steamer "Wilja" were brought to New York aboard the Holland - America liner "Nieuw Amsterdam" from Bermuda. The "Wilja" had been torpedoed about ninety miles off Falmouth, England on the night of February 17th, were rescued by the Holland-America liner "Maasdam" and taken to Bermuda. The "Wilja", according to the skipper, Captain Martin Bjorkroth, was hit aft by a torpedo from a submarine which could not be seen because of the darkness. The ship caught fire almost instantly and a terrific explosion cut the ship in two, the stern sinking immediately. The crew, fortunately, were in the fo'c'sle and were able to get off into two lifeboats and two rafts. The sea was very rough but luckily the "Maasdam" was near by. Her captain heard the explosion, saw the flames and put about, picking up the crew without the loss of a life. But the captain did not even have time to salvage anything, no clothing, not even the black satchel containing money and the ship's log. Passengers and crew on the *Nieuw Amsterdam* helped to fit out the crew with white ducks, jackets and colorful ties and shirts, and when they arrived at the Institute, the Finnish consulate used the facilities of the Slope Chest to outfit the men with warm sweaters, socks and coats.



Javanese Crew of "Noordam"

Photo by Arnold Garcia

An interesting sidelight on the stay of the Nova Scotian crew at the Institute is related by our Night Manager in his report for March 8th: "At 9:30 P.M. Mr. Harry Meisner came here to see if the seaman, Charley Meisner, rescued from the schooner "Chisholm" was by any chance his lost brother. As Harry came down on the elevator with me to the lobby floor, he stared at a man about to step on the elevator as we got off. Although there was no sign of recognition between them I noticed that there seemed to be a resemblance so I asked the man his name, and soon Charley and Harry Meisner were shaking hands and talking in husky tones for the first time in fifteen years!"

Still another crew of a shipwrecked vessel enjoyed the hospitality of the Institute. The 2,500 ton British freighter "Sea Rambler" foundered in a good old-fashioned storm while bound from Halifax to England. Twelve were picked up by a Norwegian freighter "Mosdale" and thirteen were rescued by another Norwegian ship bound for Nova Scotia. The captain, mates and engineer went back to Nova Scotia, and the remainder were brought to New York, met by a representative of the British consul,

and brought to the Institute which is certainly an international hostelry of the seven seas.

They were a pleasant group of men, full of fun, delighted to see New York for the first time. Two were Irish, one Scotch, several were Nova Scotians and the rest were Canadians or from Wales. Their chief regret was the loss of all their gear. When *The Lookout* editor took their photograph, the steward asked that a print be sent to his home "If and when I get there." A tall gangling deckhand with a big grin, told of being a camera fan, and of having lost his camera, light meter, tripod, flashlight bulbs and

other equipment. He did, however, salvage a few negatives and pictures. One A.B. joyfully announced that he had saved his love letters and a picture of his mother. They told of an 85 mile gale which blew them off their course, smashed in three life-boats. Captain Theodore Lamb ordered an SOS sent, and for twelve hours they waited until help arrived. They were hove to, the galley was full of water, so they had no hot food or drink. The Norwegian rescue ships had to pump oil on the high seas and had great difficulty in quieting the tremendous waves in order to protect the "Sea Rambler's" lifeboat.

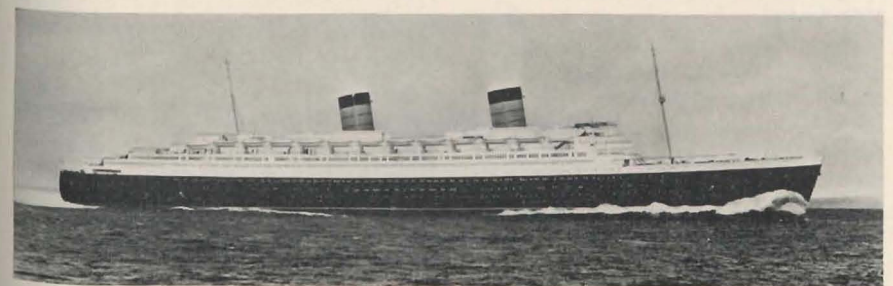
Welcome to the "Queen Elizabeth"

PAINTED a drab, wartime gray, the 85,000 ton Cunard White Star liner "Queen Elizabeth", largest ship in the world and most conspicuous of refugees from Europe, berthed safely at Pier 90, North River, New York City, at five P.M. on March 7th, climaxing a daring and secret maiden voyage from Scotland. Her unprecedented first voyage was in charge of Captain J. C. Townley who smilingly told interviewers he had enjoyed "an uneventful crossing" and then gave a generous share of credit to Chief Engineer William Sutcliffe, saying: "We're both glad she's safe. It takes two to make a voyage, and I want him to be associated with anything I say about our lovely ship. She gave an excellent performance, averaging twenty-four and one-quarter

knots for the long passage of 3,127 miles over a zig-zag course. It is, of course, unique to leave without trials, and to find ourself safely in New York. We had simply called a boat drill in the Clydebank, and, with no warning to the crew, we had sailed down to Greenock and to the sea under sealed orders without any shakedown trials."

As the "Queen Elizabeth" moved up New York bay she exchanged the traditional salutes with passing ships, some with whistle blasts and others with the dipping of her flag. The first big liner to salute the newcomer was the Holland-America Line flagship "Nieuw Amsterdam", inbound from a West Indies cruise.

At the Institute, seamen and staff members and cadets in the Marine School crowded on the roof to



Artist's Conception of the New Superliner "Queen Elizabeth"

watch the giant liner, to comment on her lack of defensive armament and to note the only spot of color—the “Red Duster” flag of the British merchant marine.

Much discussion went on in the Institute lobbies and game rooms about the brilliant achievement of the huge ship in dodging submarines and mines. Seamen and officers also remarked on the actual berthing of the “*Queen Elizabeth*”, proclaiming it a masterpiece of docking. Ten tugs panted and puffed at her side as she began slowly to swing her bow in toward the pier. Gently the massive bow swung into the correct angle, and she “turned the corner” without chafing a fender. The world’s biggest ship was alongside in the almost incredible time of twenty-three minutes. Acting Mayor Newbold Morris went aboard as soon as the gangplank was up and gave Captain Townley the city’s official welcome. “We admire the skill, courage and dash with which this great ship made its way safely

to the safest port in the world”, Mr. Morris said.

A crew of 378 seamen brought the “*Queen Elizabeth*” from Greenock to New York. The liner will require a stand-by crew of about 150 men to serve on watch, patrol the decks, and keep the machinery and gear shipshape. The others returned to England.

Incidentally, the war-enforced idleness of four of the nine largest merchant ships in the world in New York harbor has cost each shipping line more than \$1,000 a day for maintenance, pier rental, etc. The “skeleton crews” of the French liners “*Normandie*” and “*Ile de France*” are chiefly middle-aged men who fought in the last war, who miss their families, and whose sons are probably now fighting at the front. The crews of both English and French liners are on navy rations and wartime pay, about \$15.00 a month and an allowance of 40 cents a day for food.

Farewell to the “*Queen Mary*” and “*Mauretania*”

ON a cold, rain-swept evening the 35,739 ton “*Mauretania*”, moved out of the Hudson river and the next day, on a bright sunny morning the 81,235 ton “*Queen Mary*” sailed out to sea, destination unknown. Five days after leaving New York the *Mauretania*, which is capable of 22 knots (maximum for a submarine, on the surface, is 19 knots) had safely reached the Panama Canal.

Speculation on the waterfront raged as to why the *Mauretania*’s crew had been given new white uniforms—did that argue trans-equator service? About the “*Queen Mary*” there were no clues as to her destination, but seamen knew that she was too large to get through the Panama Canal. The odds were laid

that she would go to Halifax to pick up Canadian troops and munitions against her going “down under” to pick up an Australian contingent.

The departure of the “*Queen Mary*” is in sharp contrast to her gay and picturesque arrival in June, 1936 to the accompaniment of thousands of greetings from harbor craft, and witnessed by hundreds of thousands of spectators along the waterfront from the Battery to Fiftieth Street. The Seamen’s Church Institute of New York had staged a special welcome to the new ship, and had hoped this year to have a similar benefit party for the new “*Queen Elizabeth*” but the war gods have ruled otherwise.

Anchors Aweigh

THE latest acquisition to the Nautical Museum at the Institute is an eight foot anchor weighing about 300 pounds which is the gift of Mr. Alexander Nones of the American Worcestershire Sauce Company. Mr. Nones was invited to go fishing one day aboard the “*Sea Craft*”, a 28 foot power vessel owned by Mr. George W. Anderson. About twelve miles off Long Beach, Mr. Nones noticed that the ship’s anchor was dragging. At first they thought they might be dragging a deep sea monster or a submerged airplane. Then they thought of the possibility that their anchor had caught into a mine which had broken loose from its mooring. For a time they were undecided as to whether or not to cut their anchor rope and let the object sink to the bottom. Mr. Nones was so curious to learn the nature of the heavy object being dragged that he persuaded the owner to continue dragging it into shallow water. With some outside help they finally maneuvered the boat into shallow water, repaired the broken anchor chain and finally managed to get the heavy anchor aboard.

After this demonstration of skillful seamanship, Mr. Nones then found himself in a quandary as to what he should do with the big anchor. He chanced to remember that the Institute had a Nautical Museum and so offered it to us. When the anchor was delivered by truck to 25 South Street, seamen gathered around to inspect it and thereby started off as fine a marine controversy as we have heard in many a moon. “How old is Ann?”, that ancient question, has given way to this poser? “How old is the anchor?” Metallurgy tests have failed to analyze the kind of metal of which the anchor is made, which led at first to the romantic conjecture that the old anchor might have been a relic of Phoenician days when



The Controversial Anchor

those famous mariners roamed the seven seas. But more prosaic marine experts squelched this beautiful theory and reported that their inspection of the anchor led them to the conclusion that it was a Gloucester fisherman’s anchor not more than fifty years old. They declared that it must have been on the ocean bed where galvanic action on the iron had caused great deterioration and the rusting away of the flukes, leaving only points at the ends of the arms.

However, Captain Harry Garfield, acknowledged by the New York Historical Society to be quite an authority on anchors, visited the Institute, examined the anchor carefully and stated emphatically: “This anchor was used probably by pirates in coastwise navigation. I have seen similar anchors in Panama and the West Indies. Such anchors were not used in deep water, but in shallow water in hard, sandy bottom. These Spanish trading vessels, feluccas or pirate ships needed anchors like this one for their raiding expeditions. They

would place the anchor well off shore and with a line leading from the anchor to the beach. This enabled them to make a quick get-away after raiding a native village. They would haul the boats clear of the beach, hand over hand, and leave the anchor."

Captain Garfield pointed out that the 300 pound anchor was made of wrought iron hand forged as a blacksmith forged horseshoes. No stock or cross-piece was needed, because of the special use for which the anchor was made. On clipper ships wooden stocks were often used on the iron anchors. The anchor shows many barnacle marks or pittings and is covered with rust because it lay in shallow water where the air could intermittently reach it. Captain Garfield said that several years ago when he was doing dredge work in San Francisco harbor he picked up an anchor, similar to the one now at the Institute, with the date 1308 on it. Last year the Brooklyn Navy Yard found an old anchor, with one arm, also of wrought iron, cast in one piece and experts declared it to be of about the 16th century.

Seamen visitors who looked at the anchor started us off on a discussion of types and origins of anchors and brought to light a rather old marine controversy. It pertains to the expression "way" and "weigh", applied to anchors. Some authorities believe that it is correct to use the spellings interchangeably, but those who are sticklers for accuracy insist that a vessel is *under way* when she is moving through the water, and that she is *aweigh* only when she has weighed her anchor—lifted it off the bottom, that is, but it is not moving through the water, or to use the landsman's safe phrase, before she "gets going."

The evolution of a ship's anchor is interesting: The first anchor was a stone which is still used by small boats today, and the next step was

the lashing of this stone to a log. Next came the use of a tree trunk or branch with a crook to it. This made a hook and the lashing of the stone into the crotch to make it sink, was the third step in evolution. The Phoenicians forged the first anchor of metal, only one straight arm, and no stock. After this came the second arm and the pointed end or fluke resembling a spear head. The first great improvement, the curved arm, is quite modern, having been invented by Pering, an English clerk in Plymouth dockyard. The last great improvement was made by a naval architect, Nathaniel Herreshoff, who redesigned the anchor to have great holding ability and still of reasonable weight, and more convenient for stowing on shipboard.

When you see the 16 ton anchors of the "Queen Elizabeth" and the "Normandie", tragic queens of the Atlantic, now moored side by side at the foot of Forty-ninth Street, remember that anchors in every step of their evolution from the stone to the Herreshoff are in use today. The earlier forms of weighted log, wooden anchors, single-arm metal anchors, etc. are still serving a useful purpose in the Mediterranean and Eastern seas. Stockless or patent anchors are universally used on steamships because of their ease in stowing—they can be drawn through the hawse pipe thus doing away with catting and fishing, but their holding power is about 60 per cent less than the stock anchor.

One seaman explained the way an anchor works in a simple way: It is like a laborer's pick. An ordinary pickax, driven into the earth down to the head, with a fifty-foot line attached to the handle, will not budge. No pull on that line will move the pick. But if you place yourself above the pick and pull the line straight up, as is the case when you raise an anchor, the pick is

broken out with small effort. This is the action of the anchor.

The new United States liner, *S. S. America*, now being built at Newport News, will have two stockless anchors of 21,560 pounds each,

one anchor of 18,340 pounds and one anchor of 7,850 pounds with 330 fathoms of three-inch Dy-lok chain and 120 fathoms of one-inch Dy-lok chain.

The Hub of the Harbor: 25 South Street.

At various times there are published in THE LOOKOUT stories of rescues at sea and other articles describing the heroic conduct of officers and crews of ships under stress due to forces beyond their control. While such rescues are not everyday occurrences, nevertheless they are frequent enough to make it customary for sailors to regard them as "all in a day's work."

Each winter there are stirring accounts of disasters and near disasters falling to the lot of ships caught in the violence of tempestuous seas, but during the winter just past two hazards—mine and torpedo—loomed to beset the mariner in addition to the traditional obstacles. As we go to press the war on ships has reached an all-time high, and the loss of lives of merchant seamen of all nationalities is counted in the thousands.

Here at the Institute, where merchant seamen of every race and faith find anchorage and refuge, we have welcomed shipwrecked and torpedoed crews, hostages of the war. But our services to other seamen still go on. The doors of the Institute are open wide in welcome to men of the sea on shore. It befriends them in innumerable ways. It protects their money, mail and baggage. In short, it is the hub of the harbor, the rendezvous of seafarers.

A contribution to the Institute helps to keep the lights shining in the windows of this great shore haven for the world's mariners who are engaged in an arduous calling ever beset with hardships. By helping to maintain the Institute, landsmen pay tribute to these men who are so essential to world commerce and world unity.



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

In the Wake of Columbus

THE 140 foot steel three-masted barkentine "Capitana" named after one of Christopher Columbus' flagships, has returned from her five months, 10,000 mile voyage in which she retraced the routes which Columbus followed four and a half centuries ago. The modern sailing saga was conducted by Professor Samuel Eliot Morison, of Harvard University, with one of the Institute's contributors, Mr. Paul Hammond as commander of the "Capitana" and William D. Stevens as master of the companion vessel, the ketch "Mary Otis", and one of the Institute's own seamen, Frank Noel, as cook and purchasing steward.

Frank Noel has just returned from the five month voyage and proudly displayed a letter from Professor Morison which reads as follows:

Frank Noel, who has served as cook and steward on the "Capitana" continuously from September 1st, 1939, is the best Sea Cook I have ever sailed with, bar none. He is a wonderful cook in fair weather or foul, never seasick, makes out with whatever he has when supplies get low, an economical purchaser, industrious and sober (does not drink at all, aboard or ashore.) I warmly recommend him to any master of merchant vessel or yacht and will gladly answer personal inquiries.

The routes of the Harvard Expedition's two vessels included nearly every point touched by Columbus during his four voyages. Professor Morison's account, with photographs, recently appeared in LIFE Magazine. Summing up, Professor Morison wrote: "We returned to this country with a wealth of material — gathered from sea, wind, land and stars—for a modern seaman's story of Columbus. We had identified and photographed 25 of the harbors and headlands he discovered between 1492 and 1504. With us, we brought home enormous respect for Columbus as a dead-reckoning navigator and for his caravals, which made better time before the wind than we did."



Photo by A. Eriss
Class in Lifeboat Handling in the
Institute's Merchant Marine School

CITY OF FLINT . . .

Here is an interesting sidelight on the "City of Flint" story. Able-bodied seaman William Nehor, a member of the Flint crew, had an attack of appendicitis while the freighter was in Tromsø, Norway. Not wishing to be left ashore he did not report his illness to Captain Joseph Gainard. When the ship arrived in Baltimore, the Institute's ship visitor, James Connell, met the crew and, in response to their request, exchanged their pay for travellers' checks and received wages for deposit in New York banks. Mr. Connell brought back two members of the crew to New York in the Institute's station wagon, one of whom was Nehor. (Most of the crew came from southern ports and a great many lived in Baltimore.) During the trip back to New York Nehor was stricken with another attack of appendicitis. Mr. Connell stopped at road restaurants and drug stores six or seven times enroute to purchase cold milk and ice packs for the sailor to help relieve his pain. On reaching New York, Nehor went to the Marine Hospital at Staten Island. He is now busy writing his memoirs of his experiences on the "City of Flint" which he has entitled: "Under Three Flags" (Danish, American, German).

Gottings From the S. C. I. Log

ADMIRALTY ORDERS . . .

Over a cup of tea in the Apprentices' Room, THE LOOKOUT editor heard an amusing story as to how literally admiralty orders are being obeyed. A group of British apprentices told this one on a shipmate: The captain had called his crew together and solemnly read the admiralty orders which stated that no member of the crew could go ashore in Boston unless he swore faithfully not to tell the destination of his ship, the nature of her cargo, the number of her crew, her dimensions, tonnage, etc. Arriving in the harbor in a pea-soup fog, the ship was met by the U. S. Public Health service boat at Quarantine. The doctor shouted through his megaphone: "What ship is this?" A little apprentice called back timidly "I—I don't know, sir." (We shall not print the doctor's expletives here) "— you mean, you don't know?" Again the doctor exploded: "— who do you think you are, the Flying Dutchman?" By this time, the captain overheard the conversation and came to the rescue of the poor apprentice.

On another afternoon in the Apprentices' Room we heard two apprentices talking of the Captain of a British freighter and one lad said: "The Captain's ship was torpedoed. He's all broken up. He had commanded that ship for fourteen years. He cried like a child when she went down." They also discussed a group of amateur yachtsmen who have joined the British merchant service and who have grown beards. They explained that for a number of years they used electric shavers, and since that luxury is denied them on board merchant vessels, they have decided to go unshaven "for the duration."

GREETINGS FROM ANTARCTICA

Miss Anne Conrow, librarian of the Conrad Library, recently received this communication from the Department of Interior, Division of Territories and Island Possessions.

"The following message, directed to you through this office, has been received from Admiral Richard E. Byrd, West Base, Antarctica.

WARMEST REGARDS FROM A COLD PLACE. HAVE HAD MANY OCCASIONS TO BE GRATEFUL FOR YOUR FRIENDLY ASSISTANCE."

The Institute gave six hundred books and sixty ditty bags to the officers and crews of the barkentine "Bear of Oakland" and the cutter "North Star."

A DEBT REPAID . . .

An old salt walked into Mrs. Janet Roper's office and said: "Mother Roper, in 1916 you loaned me fifteen cents. Here is a dollar. Is that enough interest?" Mrs. Roper replied that she could not remember the loan but when the sailor insisted, she suggested: "Why not let me give it to the Society for Seamen's Children on Staten Island?" "A fine idea," he replied, and laid another dollar on the desk beside the first one. "Make it two. I like children."

THIS MONTH'S COVER

This month's cover shows the "Young America"—last extreme clipper built by William H. Webb of New York City, was owned by George Daniels also of New York and for several years was commanded by Captain David Babcock. The ship was 1962 tons register; length 236 feet 6 inches, breadth 42 feet, depth 28 feet 6 inches. She proved an excellent and fast vessel. Among her many fine passages may be mentioned: from N. Y. to San Francisco 103, 107, 110, 111 and 116 days and twenty consecutive passages from N. Y. to San Francisco averaging 117 days. Her best performance, however, was from 50° S. in the Atlantic to 50° S. in the Pacific, in the record time of 6 days. She was Mr. Webb's favorite among all his ships. After 30 years' continuous service in the San Francisco trade during which she is said to have rounded Cape Horn over 50 times, she was finally sold to a firm in Austria, upon condition that her name should be changed. She then became known as the "Miroslav". She foundered with all hands in 1888 while bound from Philadelphia to a European port.



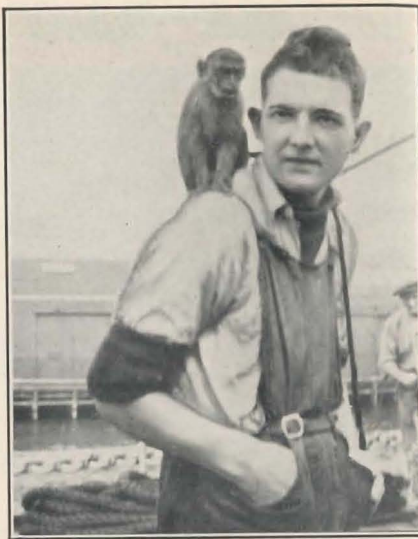
Courtesy United States Lines
"Sugey-Mugey"

SOUTH STREET GHOST . . .

The telephone rang one morning at the Institute and a police officer announced: "We have a body here—picked up in the East River—papers show his name was Able Seaman James M—. Please send official up to the morgue at Bellevue to identify the body." Everyone felt very sorry to learn of Jim's demise, for he was well known and liked around South Street. Mr. J. J. Kelly, head of the Institute's ushers, sent an assistant to the hospital who identified the body. The word of Jim's passing spread along the waterfront, so imagine the surprise of everybody, and particularly Miss Mary Lang in the Welfare Department, when the real Jim—very much alive and well—walked calmly up to her desk late that afternoon! Miss Lang claims that even a white elephant tumbling out of a seaman's bag would not faze her—she is used to all manner of strange surprises—so, with only a perceptible raising of her eyebrows, she commented: "Well, Jim, I thought you were no longer in the land of the living." She then snowed him a letter she had just written to his aunt—his only relative—informing her of her nephew's death. "Lucky I didn't mail this," she said. Further investigation disclosed that the dead man, with the same name, same physique and color of hair and eyes as Jim, had been finally identified by his brother.

SOUND EFFECTS . . .

The Institute was arranging a radio broadcast with Captain Harry Garfield as narrator of a thrilling sea yarn. In the midst of the rehearsal the program director decided that it would be a good idea to have a few sound effects at appropriate moments in the Captain's story. When the ship crashed on the reef, a suitable sound should be produced. The studio was ransacked—broken chain was shaken up and down in an iron box, but it resembled in no way the ominous sound of a vessel being tossed against the rocks. The wind machine was used to give the effect of a storm, but nothing could be found to imitate the sound of the crash. A pail filled with rocks, splintering wood, rolling an iron cannon ball on the studio floor were tried—all in vain. The director was ready to give up, when suddenly the great idea dawned. The program went on the air, and, when Captain Garfield reached the climax of his yarn, a victrola record which had recorded the sound of bowling pins being knocked down, provided an exceptionally realistic effect of a ship dashing to pieces.



SHIP VISITOR . . .

The Institute's ship visitors are surprise-proof. When seamen make strange requests they accept them as a matter of course. For example, one day recently, ship visitor Harry Hermsdorf was asked by a second mate on an American tanker to take his pet monkey ashore, get a crate for him and ship the monkey by American Express to a relative living in Arizona. "Just in case my ship is torpedoed," joked the mate, "Tootsie (the monkey) will be safe."

FUNERAL . . .

About seventy-five seamen friends and former shipmates of Karl Freeman, 45, attended his funeral service held in the Institute's Chapel of Our Saviour. Freeman was found, burned to death, aboard the tugboat "Harry R. Connors", which collided with the tug "Mexpet" in the East River off Montgomery Street on January 30th, and burst into flames. Some of Freeman's shipmates were unable to attend his funeral because they were still in Gouveneur Hospital recovering from burns and injuries. Freeman was a widower, and since his wife's death, had lived at the Institute whenever his work brought him ashore. The Rev. David McDonald conducted the service and the seamen congregation sang "Abide With Me", "Crossing the Bar" and "Eternal Father Strong To Save" with its appropriate chorus: "O hear us when we cry to Thee, For those in peril on the sea!" Freeman was buried in a special seamen's plot in Evergreen Cemetery, Brooklyn.

John H. Finley

The Institute experienced a very great loss from its Board of Managers in the death of Dr. John H. Finley, who as Editor emeritus of the *NEW YORK TIMES* closed a long and striking career as -journalist, author, educator, traveler and lover of the outdoors. The following is the preamble to the resolution of sympathy adopted at the Board meeting on March 28:

A privilege of the Seamen's Church Institute of New York is in the service and consecration of great men on its Board of Managers.

Of such was John H. Finley, LL.D., who was elected to the Board in 1927, and died March 7, 1940. Dr. Finley was ever ready, out of his classic scholarship, his world citizenship and his fervent sense of fellowship, to serve merchant seamen through the Institute by his voice and with his pen. His editorials, his addresses to assemblies on occasions both memorial and prophetic, and by radio, are cherished memories of his thirteen years of service.

In the words read at his burial, "They shall walk, and not faint", are typified not only his love of the outdoors, but his mental vigor and his abundant spiritual vitality.

Visitors To the World's Fair

OUT of town visitors to the World's Fair will probably be interested in visiting some of the famous places in downtown New York such as the Aquarium, Statue of Liberty, Stock Exchange, Fraunces Tavern, Trinity Church and Fulton Fish Market. LOOK-OUT readers are cordially invited to bring their friends to the Seamen's Church Institute of New York, 25 South Street, just three blocks from Battery Park. Visitors are welcome daily from 9 to 5 P. M. There is a fine view of New York harbor from the Institute's Titanic Lighthouse Tower. Many interesting marine items are on display in the Nautical Museum on the fourth floor mezzanine, and the Chapel of Our Saviour on the main floor and the Joseph Conrad Memorial Library on the third floor are popular with visitors.

A Displamor exhibition of some of the Institute's activities will be on view in the lobby of the Communications Building at the World's Fair.

REVISIONS

The Board of Managers has recently completed a revision of the Constitution and By-Laws of the

BENEFIT REPORT

The Board of Managers wishes to thank all those who supported the Institute's Spring Benefit. They deeply appreciate your generous support and trust that you and your friends enjoyed the Skating Carnival at Madison Square Garden. The Seamen's Church Institute of New York and the Youth Consultation Service of the Church Mission of Help together taking part of the Garden each received a total of \$1,609.74 net profit on the sale of boxes, promenade and end arena seats. The Institute's proceeds will be used to help maintain the welfare, relief and recreational activities at "25 South Street."

Institute, to accord with present day conditions and practices, and preparatory to a needed new printing. Certain Committee changes were made, and the designation of the Superintendent was shortened to Director. Veteran employees recall that this change was considered some years ago. In addition to eliminating confusion due to other uses of the former title, it is interesting to note that "Director" has a very fitting nautical flavor, being derived from "dirigo", steer.

Conrad Library News

By Anne W. Conrow, Librarian

IT was due to a proposal of Mrs. Fry in 1893 that the Coast Guard was first provided with "libraries of books of an entertaining and moral tendency". Truthfully or untruthfully, a minor poet has informed us of the sequel:

"Quoth that excellent dame, Mrs. Fry:
The life of our Coast Guards is dry!"
So she sent them good books
On the downfall of crooks
And the ghastly results of a lie.
The Coast Guards whose minds required feeding
With novels of taste and of breeding
Turned over the pages
By slow painful stages
Then from Cornwall to Kent gave up reading."

For "coast guards" read "seamen" and you have what might be a sad tale were it not for the imagination and interest of our friends. Thanks to your realization of the truth so amusingly pointed out in the verses quoted above, that seamen do require volumes "of taste and of breeding", our men have not had to give up reading in 1939!

Inasmuch as we receive gratefully heterogeneous collections of books it is natural that occasional remarkably inept volumes find their way to South Street. They constitute no waste, however, since the sale of volumes not suitable for the library itself or for distribution to men shipping out or in hospitals makes it possible for us to meet requests which otherwise could not be met.

We appreciate also the immediate and generous response to our request for periodicals on the occasion of the Library's fifth birthday in May, 1939. Subscriptions to the following magazines have been contributed:

<i>Atlantic</i>	<i>New Yorker</i>
<i>Colliers</i>	<i>Pacific Marine</i>
<i>Cue</i>	<i>Review</i>
<i>Current History</i>	<i>Popular Mechanics</i>
<i>Fair Winds</i>	<i>Popular Science</i>
<i>Harpers</i>	<i>Readers' Digest</i>
<i>Life</i>	<i>Saturday Evening Post</i>

National Geographic *Scientific American*
Nature *Time*
U. S. News

The expressions of gratitude for this new feature have been warm. I quote from a letter recently received from a West Coast seaman who brought in copies of the specified magazine, urging that we subscribe. Thanks to a friend in Barbados whose cheque had just arrived we were able to take it. "In the course of my observations in the magazine rack I found the current issue of 'Pacific Marine Review' which leads me to believe that you have so gracefully fulfilled my request. Please allow me to express my warm thanks."

We hope that our friends will find it possible to renew their subscription of last year so that this recent development will not have to be curtailed in any way.

One of the questions we are asked most frequently at the moment is "Has the European war made any difference in your work?" It has brought us some new language groups—more requests from British and other foreign cargo vessels for books and magazines—interesting contacts with a number of Hollanders who come to read the Dutch newspapers thoughtfully sent on by Dr. Hendrik Willem van Loon and often to borrow books in English for the voyage. Magazines such as "Time" are in demand, especially on the part of seamen in port for a few days and wishing to catch up on some of the developments at home and abroad. It has naturally brought a revival of interest in books on the World War and each new crisis brings need for more daily newspapers. Jane's "Fighting Ships" is the reference book of the year. "Contraband control held us for three weeks" — "My family in Den-

mark" — "My youngest nephew killed when a Dutch ship was sunk" — "I'll bring the books back if we come back" are phases all too familiar in our daily life. Seamen being realists say "what next?" and go on with their work under whatever flag they are serving. Although the bulk of our readers are American citizens, many of them have European ties—families or friends involved at this moment in the chaos of the other hemisphere. The Conrad Library

provides some respite from the worries which such uncertainty begets.

The following group constitutes our current "wanted list". The gift of one or more of these *now* would make them available to the men who have been eagerly awaiting them since reading the first reviews.

HOW TO READ A BOOK—*Mortimer Adler*
CHAD HANNA—*Walter D. Edmonds*
DANGEROUS THOUGHTS—*Lancelot Hogben*
BETHEL MERRIDAY—*Sinclair Lewis*
THREE'S A CREW—*Katherine Pinkerton*
THE TREE—*Conrad Richter*
NATIVE SON—*Richard Wright*

SUMMARY OF SERVICES TO MERCHANT SEAMEN BY THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK FROM JANUARY 1 to APRIL 1, 1940

66,077	Lodgings (including relief beds).
20,989	Pieces of Baggage handled.
173,947	Sales at Luncheonette and Restaurant.
65,305	Sales at News Stand.
5,467	Patronized Barber, Tailor and Laundry.
5,542	Attended 183 Religious Services at Institute, U. S. Marine Hospitals and Hoffman Island.
4,920	Cadets and Seamen attended 327 Lectures in Merchant Marine School; 503 students enrolled.
11,747	Social Service Interviews.
2,997	Relief Loans.
1,353	Individual Seamen received Relief.
12,540	Magazines distributed.
1,621	Pieces of Clothing and 372 knitted articles distributed.
853	Treated in Dental, Eye, Ear-Nose-Throat and Medical Clinics.
26,712	Attended 81 entertainments, moving pictures, athletic activities, concerts and lectures.
712	Attendance in Apprentices' Room.
69	Missing Seamen found.
334	Jobs secured for Seamen.
1,438	Seamen Deposited \$121,543.50 for Safe-keeping.
6,253	Attendance in Conrad Library; 435 books distributed.
3,696	Telephone Contacts with Seamen.
667	Visits to Ships by Institute representatives.



81 Entertainments in the A. H. ...

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* Shortly before going to press word came, regretfully, of the death of Mr. Douglas F. Cox who became a member of the Board in 1936. Mr. Cox had been for many years a warm friend and supporter of the Institute, and during his short time on the Board Mr. Cox took a keen interest in the work of the Institute, the work of which is closely associated with his own profession, that of marine insurance.