

The LOOKOUT



Photo by Lieut. Dwight Long, U. S. Navy

SHIPS of the SEA and AIR sail for Victory

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXXIV—NO. 9

SEPTEMBER, 1943

Sanctuary

"Almighty God, who didst offer Thine only Son to be made perfect through suffering, and to win our salvation by enduring the cross; sustain with Thy healing power all those whose loved ones have given their lives in the service of our country. Redeem, we pray Thee, the pain of their bereavement, that knowing their loss to be the price of our freedom, they may remember the gratitude of the nation for which they gave so costly a sacrifice. And grant, O Lord, that we may highly resolve that these dead shall not have died in vain, and that at the agony of the present hour there may arise a new and better world in which Thy will shall rule, to the honor of Thy Son our Saviour, Jesus Christ.—Amen"

The Right Rev. Henry St. George Tucker, *Presiding Bishop, Episcopal Church*
The Church in Action, August, 1943

The LOOKOUT

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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

Telephone BOWling Green 9-2710

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.

It is to the generosity of numerous donors and testators that the Institute owes its present position, and for their benefactions their memory will ever be cherished by all friends of the seamen.

The Lookout

Vol. XXXIV

September, 1943

No. 9

Seamen Unafraid

By Captain Edward Macauley, U. S. N. (Ret.)

Deputy War Shipping Administrator

THERE is a lifeline encircling the earth upon which the future of the world depends. It is the line of ships that, thank God, daily grows stronger, and that carries food and weapons to the fighting men of the Democracies and to the civilian populations which are the lay personnel of those armies. The continuous operation of this line against every hazard of sea and air, our enemies can devise, will be everlasting glory. Americans trust and love their Navy. They know it always has and always will come through. Americans have only recently awakened to the fact that the Navy's Civilian Sister, the Merchant Marine, always comes through too.

Each month about 75,000 seamen transport 10 tons of supplies for each soldier our country has fighting overseas, and bear in mind we are fighting on fronts as far apart as New Guinea and North Africa as Iceland and the Solomons. Day after day, week after week, the ships ply steadily through storms and mine fields and the concentrated attack of the submarine wolf pack. Our

The Seamen's Church Institute of New York invites you to visit its new uptown club for Merchant Seamen at 3 East 67th Street (corner Fifth Avenue, opposite Central Park) to be named in honor of Mrs. Janet Roper. Opening Wednesday, September 8th at 4 P.M.

For a card of admission telephone BOWling Green 9-2710

protective technique is better than it was but the casualties are the evidence that it must be further improved. Over 4,500 seamen, about 6% of those engaged, are dead or missing from enemy action, a greater number proportionately than the combined losses of our armed forces. That figure alone, however, does not give the full measure of the merchant seaman's courage. To the valorous deeds under fire must be added the tenacity with which they make the long

* Excerpts from an address made before the Propeller Club of the United States, at New York, on Maritime Day, May 22nd, 1943.

slow voyages with the grim knowledge that torment or death may strike at any moment. It takes nerve to volunteer for that sustained and hidden danger and every merchant seaman is a volunteer, not once but each time he ships out . . .

One question is often asked, why do we not have our merchant service under the Navy as the British do?

The answer is they don't, and for the same reason we keep them separate. The British Merchant Navy is a private industry which is being operated by the British Ministry of Transport, a Government agency similar in character to the War Shipping Administration. The American, as well as the British Merchant Marine, and the men in it take pride in the fact that theirs has always been a civilian service. They believe it always should be. Dungarees and jerseys are all the uniform our seamen want.

When I was asked to give a title for this address I selected "Seamen Unafraid". I think that is perhaps a misnomer, or rather an injustice. For if our seamen were unafraid of the great dangers they meet they would be dull and stupid men and that they certainly are not. They are men who learn to conquer fear.

. . . There are tens of thousands of them—men such as Philip C. Shera, an engineer who ordered his engine crew on deck after the ship had been torpedoed and remained alone at his post to shut down his engines. He died there as a second torpedo hit the sinking vessel; Knute Knutsen, boatswain, who

was torpedoed four times and, despite his wooden leg, returned to sea before Greenland's icy waters finally claimed him; the seamen and officers of the SYROS, who organized their own gun crew, taught themselves gunnery out of a book, and then with eight 30.3 anti-aircraft guns fought off 10 Heinkel bombers for eighteen hours never losing convoy speed; Maximo Murphy, who succeeded in saving 21 shipmates and passengers by skillful manipulations of a small boat, an eighteen-hour jaunt through uncharted jungle and successful persuasion of natives to bring back enough of them to transport his men to safety, or the record of Francis A. Dales, Cadet Midshipman, and Frederick Larsen, 3rd Officer of the SS SANTA ELISA. Mr. Larsen and Cadet Dales took charge of several of the anti-aircraft guns aboard their vessel during the Malta convoy outside of their regular duties, and by their example of cool and outstanding courage under almost continuous enemy attack, were an inspiration to the remainder of the crew. Mr. Larsen is credited with destroying at least one enemy plane and Cadet Dales is credited with sinking a torpedo boat which was sweeping his position and the bridge with machine gun fire.

After their own vessel was sunk, both Mr. Larsen and Cadet Dales volunteered to man anti-aircraft guns aboard a Tanker which was being towed by British destroyers. This they did for two days and nights continuously until arrival at Malta. During this time the tanker was repeatedly attacked and received one direct hit down the smokestack and through her bottom from dive-bombing planes.

It was Edwin Cheney the first man to be awarded the Merchant Marine Distinguished Service Medal who asked, "Who is a hero on any ship?" The answer would seem to be a whole ship's company if the SS NATHANIEL GREENE is a

critterion.

This is the official report: "Proceeding through the passage between Iceland and Bear Island the vessel was subjected to attacks by submarines and aircraft almost all the way from there on in to Archangel. The first attack came on September 13, when the convoy lost two ships through torpedoing. This happened at 9:00 A. M. and shortly thereafter all Hell broke loose. A wave of German torpedo bombers, Heinkel 111's came up on the starboard beam and in the space of five minutes ten ships were sunk . . .

. . . The next day was clear with a smooth sea and good visibility. There was no action during the morning but it turned out to be the lull before the storm. The storm broke at 12:37 when, from dead ahead, 17 planes made for the carrier escorting us but fortunately they all missed their mark . . . Following this attack, during which the NATHANIEL GREENE was hit several times by aerial bombs, course was resumed for the discharge port. The compass was destroyed during the attack, and it was necessary to steer by a boat compass loaned by an escort destroyer."

Arriving in Russia the cargo was discharged and temporary repairs made. Some months later the same NATHANIEL GREENE left a port in North Africa, escorted by a mine sweeper. On the horizon was seen the convoy which she was scheduled to join. Two torpedoes suddenly struck, one at the forward bulkhead of No. 2 hold and the other amidships. The ship settled by the head quickly as enemy planes came towards her. A British escort vessel steamed out to meet them and like a volcano she brought down five planes while two Hurricane fighters dove at the oncoming Heinkels, split up the formation, distributing the planes along the port and starboard sides of the convoy. A shell from the NATHANIEL GREENE'S guns hit the

tail of one plane, and it fell but finally a plane let go three torpedoes, two together and one singly that headed straight for the bow of the ship. The ship was slowly turning away from them when they hit. Shrapnel was raining from the sky. A destroyer came alongside and took off the wounded. The bulkheads had been ripped out, midship deck house smashed, all doors and blackout equipment were destroyed. Hasty repairs were made to blackout the ship. The ship had now settled with the bow just awash.

A minesweeper gave a line to the NATHANIEL GREENE and towed her into the beach. Salvage work was started and survivors were transported to Oran and thence given transportation back to the United States.

I quote the closing paragraph of this saga.

"The writer desires to report that his shipmate, Cadet-Midshipman John R. Gordon, Jr., who was lost while in the engine room was last seen working by the grease extractors, one of his assigned duties.

(Signed) John A. Harley,

Yes, American merchant sailors are doing their job. They meet quietly and effectively any crisis, then go out to wait for another. Singly and collectively these men have kept our ships sailing through Hell.

I said we would look at the record and you would find it good. I suggest "good" is inadequate. I would substitute "glorious" . . .



From the painting by Paul Sample

Christmas Boxes for Seamen



Photo by Marie Higginson

Members of the Central Council of Associations packed "Bon Voyage" packages for every member of the crew of the new Liberty ship "JANET LORD ROPER", named in honor of the late beloved house mother of the Institute and head of the Missing Seamen's Bureau. The Conrad Library also sent a gift of 200 current books to the ship's crew and will keep these renewed.

By Mrs. Grafton Burke, Secretary, Central Council

NUMEROUS groups of women throughout the summer have been enthusiastically filling Christmas boxes for the Merchant Marine, to be distributed next Christmas through the Seamen's Church Institute of New York. Mrs. Berwick B. Lanier, Chairman of the Central Council of Associations, has enlisted the aid of the directors and members of eleven associations of women in distributing the boxes to women's clubs, church auxiliaries and to many hundreds of individuals throughout the country, to be filled and returned on or before December 15.

And we mustn't forget the hundreds of children, many Victory Club members, all over the United States who are again saving their pennies, going without sodas and lolly-pops so their class at school can fill a box or two for the brave men of the sea. Last year these children derived so much joy in making up their Christmas packages that they are again busily saving to make possible a happy and joyful Christmas for the merchant marine. We had a letter from a young farmer, age 8, who wrote, "I am sending you a dollar which I earned selling eggs. My mother gave me three hens and told me if I cared for them I could have the eggs to sell and raise money for the Christmas box that I wanted to fill. We live way out in the country and

there are no stores near us so will you please fill the box and enclose this card?"

At Christmas, 1942, about 5,000 of these boxes were distributed by the Institute's ship visitors to the crews of freighters and tankers in New York harbor who spent Christmas Day on the high seas, dodging enemy torpedoes and bombs. Interesting letters of gratitude were received from all over the world. One old man wrote it was his first Christmas gift. Another, "many years since anyone remembered me with a present." Still another, "I am on my way home and as I have two little girls, I am going to give them the joy of opening my gifts." Another young boy, his first time at sea, wrote, "You don't know how happy I am to know I wasn't forgotten after all."

We still need many more contributions if we are to have enough boxes to meet the need. There are many more ships sailing the seas this year than last. We hope to place 7,000 boxes on the ships, distributed to seamen in the Marine and nearby hospitals. The U. S. Maritime Service trainees will get their share and at the Institute, Christmas is made memorable by giving each man a box containing useful and joyful gifts. Will you help us see that these seamen, so far from home, have at least one Christmas gift this year? Let's make

them forget for a short time, the hazards they are running.

The Christmas box for merchant seamen is a cardboard box (8x8x4") furnished by the Institute, and requests for these should be addressed to Mrs. Grafton Burke, Secretary, Central Council, 25 South Street, New York City. The contents of the boxes will differ somewhat from those filled last year, since the Institute regularly throughout the year provides sewing kits and such items for seamen. Every seafarer who sleeps in the Institute's 13-story building (with lodging accommodations for 1,600) on Christmas Eve will also find one of the

filled boxes, wrapped in gay holiday paper, awaiting him when he retires. Each box should contain the following items (about \$3.00 total value): Bill-fold, Belt, Fountain pen and pencil, Note-paper, and envelopes, Cards, Note book (calendar), Automatic lighter, Safety razor and blades, Toothbrush and paste, Comb, Tie, Soapbox and soap, Gum, Candy, Cigarettes or Tobacco and Pipe.

If it is inconvenient for you to fill any boxes personally, a generous check or money order (@ \$3.00 a box) will pay for having your boxes filled and wrapped in your name by Institute volunteers with the donor's card enclosed.

S/S JANET LORD ROPER

Seamen's Church Institute of New York
25 South Street
New York, New York

Dear Friends:

As Master of the Steamship JANET LORD ROPER I wish to express the gratitude which both myself and my crew are indebted to you for the kindness you have bestowed upon us.

Your presents were distributed upon our departure from New York. We thank you first for remembering us, the men who have the pleasure of serving on the vessel named in honor of the beloved Mrs. Janet Lord Roper. We also appreciate the actual contents of the generous packages. They were so complete in every detail and need of a seaman that I do not doubt they will be duplicated by the crew in the future.

I must also tell you of our appreciation for the wonderful little library and the hours of enjoyment it has meant to us. And I must mention too the pictures of Mother Roper which have and shall continue to be an inspiration to every man aboard.

Long ago the ship lost her title JANET LORD ROPER. Now, even to Shore Officials, she is known as "The Mother Roper".

In return for your bounteous generosity and kindness we have very little to offer except this statement of our gratitude and the promise to sail this vessel anywhere at any time to the very best of our ability.

Very truly yours,

(Signed) Th. Fehr
MASTER

TF:an

How Merchant Seamen Are Entertained at 25 South Street



Seamen's Lounge — For All Nationalities
Photo by Marie Higginson

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Belgian Seamen's Club
Photo by Nina Leen, Pix, Inc.



British Merchant Navy Club
Photo by Ben Skellie

Club for Netherland Seamen
Photo by Lawrence Thornton

The Albatross Legend

By Gloria Amoury*

AN old superstition in nautical folklore was defied recently when a crew of 15 men, adrift in the South Pacific, shot two albatross, those birds of Ancient Mariner fame that were slated to bring good fortune to the vessel over which they hovered and bad luck to the ship whose crew molested them.

There is a conflict between the old and the new, the aged and the young, over the albatross legend. Naval ensigns in crisp new uniforms, who have recently come from the ranks of civilians, feel that "to a modern generation whose members deliberately walk under ladders, the albatross story is silly."

"Albatross were considered good luck omens because they were believed to be able to whip up a little wind when sails were used," said one ensign stationed at John Jay Hall in the Columbia University Midshipmen's School. "But since sails aren't used now, the superstition is outdated. It isn't as if killing an albatross would whip up a submarine."

"In peace time it's all right to sit down and philosophise about albatross and other legends," another ensign added, "but in wartime we just can't be bothered. I would be glad to kill one if I were hungry and adrift in a lifeboat."

A young cook in the Merchant Marine at the Seamen's Church Institute, on South Street, said that he and most of his friends had studied the Coleridge poem in school but that he wasn't disturbed by the superstition.

"If my men were hungry, I'd shoot an albatross," he said, "And I'd cook it for them too. I'd cook it the way I'd cook a chicken—I'd remove the head and feathers and stew it."

Other young seamen professed indifference to the story. Some said

that in pre-war days, ship crews in the Pacific had playfully hooked the birds, killed them, and taken them to Australia where the albatross feathers were made into women's hats. Nothing dreadful ever happened to the ships, they said. Other seamen said that it was only because the birds were swift, high flyers that they made no attempt to catch them.

But the older men, steeped in nautical tradition and nautical folklore, shook their heads sagely when the word "albatross" was mentioned.

"I would just as soon eat shoe leather to keep from starving," said one bearded man, waiting at the Seamen's Institute to be called to sea, "I was in a lifeboat for thirty-nine days once," he said, "I think we would have preferred to eat shoe leather, which can keep one from starving pretty effectively, than to shoot an albatross."

An elderly British sailor who had rounded Cape Horn many times agreed with this statement.

"A dead albatross has an eerie, phosphorescent glow," he said, "It looks like a luminous watch. Any person who sees that sight at sea will never forget it. And people are just as superstitious now, although they won't admit it. Look at the way flyers feel about gremlins."

Albatross are edible but tough, and are not found in the Atlantic area. They are numerous in the Pacific, however.

The Ancient Mariner's tale had its credibility shaken last week, however, when the 15 men lived in the lifeboat on the squid taken from the body of the albatross.

Editor's Note: Michael Folan, a deep-water sailing-ship man, recalls one voyage when the crew caught an albatross, used the feathers from its breast to stuff their hard pillows; the skin on its feet to make tobacco pouches; the head and beak to make a cane handle. Only the real old-timers shuddered and predicted dire consequences, he said.

* Student at Columbia University School of Journalism who came to "25 South Street" for this story

TALK ON THE PIER

Editorial, *New York Sun*, May 1, 1943

As the members of the famous admiralty firm of Binnacle, Ahaft & Beam stood on the pier and looked out over the water, Binnacle spoke first. "What I admire," he said, "is that 7,500-ton merchant ship lying out there." "My choice," said Ahaft, "is that 10,800-ton ship." Beam, not to be outdone, insisted, "I like that 14,100-ton ship." Bystanders who could not help overhearing the fine seagoing voices of the three were rather puzzled by the fact that there was only one ship lying in the harbor—a brand new Liberty ship. What the bystanders did not know was that Binnacle was speaking in gross tons, Ahaft in deadweight tons and Beam in displacement tons. What the bystanders could not even guess was that the members of the firm had just been discussing admission to the firm of that promising youngster Spinnaker, who was prepared to discuss ships in terms of net tonnage and thus complete a quartet of nautical confusion.

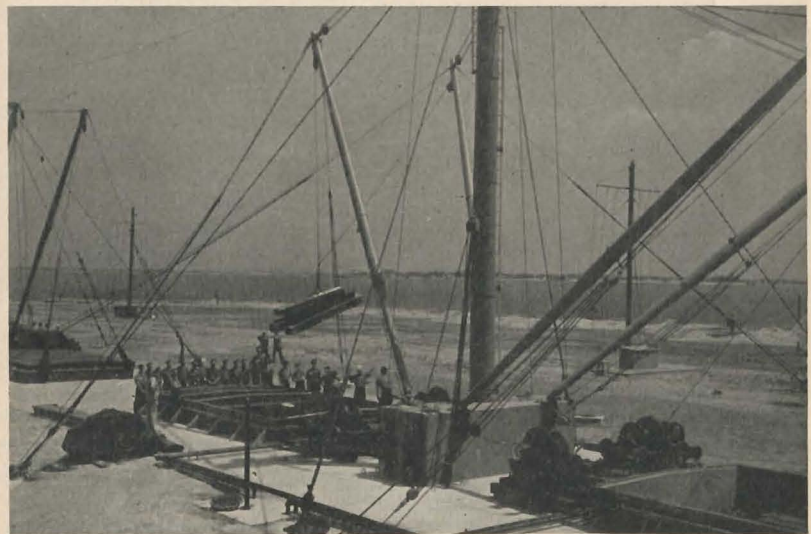
MALTA HONORS SEAMEN

The crew of a United States Lines' freighter, recently returned from a long voyage to the war fronts, is proudly displaying a plaque presented to them by the people of Malta. The plaque commemorates the arrival of the ship during an aerial bombardment, bringing supplies for the relief of the starving and homeless people of the island. It also praises the humanity of the crew for donating

their own holiday dinner to 100 children of the island. The plaque is hung in a corridor of the ship near the chief steward's quarters.

"BAREFOOT SAILOR WALKS MILE TRYING TO BUY SHOES"

So read the headline in the newspapers one Monday morning recently. "James W—, 28-year old seaman, arrived in Bayonne, N. J. on an oil tanker which rescued him and his shipmates after their own ship was torpedoed. He had been asleep in his bunk when the U-boat attacked, so rushed on deck without his shoes. Ashore, he learned that even a barefoot seaman who walked a mile to get to a shoe store could not buy a pair of shoes without coupon No. 17. Everywhere he went he got a sympathetic hearing—but no shoes. Finally, he was directed to the Bayonne rationing board and today he was sporting a pair of \$15. shoes." That was, supposedly, the end of the story. But a few days later the seaman came to the Credit Loan Bureau at the Institute, said that he was broke, and had sold his shoes for "one buck." He explained that it had been a short trip and when he was paid off he had sent a large sum to his mother and kept only a small amount for himself. After purchasing the shoes, and a few items of clothing, he had run out of money. The Institute gave him credit for lodging and meals, and he promised to get another ship, and on his next pay-off to repay the loan and henceforth to budget his wages more carefully.



This is the SS Dry Land, complete with booms, steam winches and hatches and used for training thousands of SBMSTS enrollees for deck jobs. The men learn through practical experience how to lower away a draft of cargo, how to signal, how to operate winches, how to adjust wire sling on lumber and "topping the boom" among other things.

Courtesy, "The Heaving Line" U. S. Maritime Training Service, Sheepshead Bay, N. Y.

Sea Sequels

LOOKOUT readers have sometimes wondered what happened to certain individual seamen who have been written up in our magazine. "Are they still going to sea?" "Did they get married?" "What ever became of that seaman artist?" etc. Although the following "what happened after" accounts of some of these seamen may tax your memory, we thought it would be interesting to make reports on a few of these seamen:

John Beidell, whose story was published in the December, 1942 LOOKOUT, has been going to sea steadily since that time. Readers may remember, he had already survived two torpedoings. On John's last trip, his ship stopped at Curacao, Dutch West Indies, and an old injury bothered him so he spent a few days in the local hospital. While there he was introduced to a charming young Dutch girl. The acquaintanceship ripened into love, and before John returned to New York, he and the young lady were "spliced." He came to the Institute to tell some of the staff about it and to display, with pardonable pride, the photograph of his attractive bride. He arranged with the immigration authorities so that his wife could leave Curacao, and live with his sister in Philadelphia while John was at sea. His bride arrived safely, and John returned to his ship. When he reached port he found a letter and cablegram from his sister telling him that his bride had caught a severe cold which developed into pneumonia and she had died. When John returned to the Institute he told of visiting his wife's grave and reminisced about their happy but brief life together. He expects to visit her relatives in Curacao on his next trip.

Captain Peter Staboe, whose story appeared in the August, 1940 issue of the LOOKOUT, and who told his strange experience of telepathy during the last war over the radio, was lost at sea. He had sailed as a mate on the Belgian freighter "VILLE DE LIEGE".

Captain Harry Garfield, whose amusing story "Fishing" appeared in the August 1941 LOOKOUT, is now instructor in Sea Chanties for the U. S. Maritime Training Service. Recently, Captain Garfield and the chorus of trainees from the Sheepshead Bay Training Station entertained in the Institute's auditorium and sang many of the old sea chanties to an audience of about 800 merchant seamen.

Captain Harry Manning (whose ca-

reer was recorded briefly in the June 1940 LOOKOUT) will be remembered for his rescue in 1929 of the crew of the sinking Italian ship FLORIDA while he was chief officer on the U. S. liner "AMERICA". Captain Manning, whose last peace-time command was the "WASHINGTON", was recently appointed Superintendent of the new U. S. Maritime Service Training Station for radio operators, which opened at Huntington, Long Island on the former Otto H. Kahn estate.

Captain Giles C. Stedman, also mentioned in the June 1940 LOOKOUT, as captain of the new "AMERICA" (since the war renamed the "WESTPOINT") is Commandant of Cadets at the Merchant Marine Academy, Kings Point, L. I.

Carl von Zielinski, whose miniature 18-foot brig "ISOBEL III" caused so much interest when he sailed her into New York harbor (see January, 1940 LOOKOUT) and who raced against two other miniature square-rigged ships "NIPPY" and "QUEEN ANNE'S REVENGE" is now an officer in the U. S. Naval Reserve on active duty.

MAIZIE, THE SEAGOING CAT

Comforted 6 Seamen on Raft and Shared Their Rations

SAN PEDRO, Calif., June 22 (AP).—Maizie, a nondescript cat that has passed only ten days ashore since the war began, was a life-saver to Eugene M. Clancy of New York, whose merchant ship was sunk.

Maizie was their companion, and virtually their salvation, during fifty-six hours that six seamen passed on a life-raft after their vessel was torpedoed in the North Atlantic.

"If Maizie hadn't been with us we might have gone nuts," said Clancy. "There's something about a dumb animal that takes your mind off trouble."

Maizie took her turn at mess, eating malted milk tablets and condensed foods with the crewmen. She even comforted the men suffering from exposure and seasickness, going from one to another almost like a mother, he said.

Book Reviews

"THE SHIP"

By Cecil Scott Forester
Little, Brown & Co. \$2.50

Mr. Forester's novel is another one whose heroine is a ship, this time H. M. S. light cruiser ARTEMIS. She was one of five light cruisers and twelve destroyers convoying a fleet of slow ships with cargoes of desperate urgency to Malta. In the Mediterranean, they were bombed by Italian planes, and later the same day had to engage in battle with an Italian fleet, including two battleships. The tale of the battle—victorious for the British—is described with dramatic suspense. Interspersed throughout the telling are character sketches of the men who man the ARTEMIS. From the Captain down, these sketches reveal with clarity and beauty the inner spirit of these Englishmen who love their ship above all else save country. They fight as one unit and die unafraid if need be. This is not a book having appeal only for men in the Naval Service, but, as in Mr. Forester's "CAPTAIN HORATIO HORNBLOWER", the average reader can enjoy reading of a fighting ship and her gallant crew.

—I. M. A.

"SOUTH FROM CORREGIDOR"

By Lt. Comdr. John Morrill, U. S. N.,
and Pete Martin
Simon & Schuster. \$2.50

This is the story of the last flaming days of Corregidor, of 18 men from the Navy mine-sweeper *Quail*, who escaped the Japanese in a 36 foot Diesel boat, and, after 31 days of navigating "by guess and by God" through Jap-infested seas, reached safety at last at Darwin, Australia. Courage, ingenuity, adaptability (when they improvised a sextant out of a parallel ruler) and teamwork kept the boat afloat in tempestuous seas. The war is teaching us that heroes are likely to be quiet, modest men like Lieut. Commander Morrill and his men. The account of their incredible voyage is well worth reading.

—M. D. C.

"FATHOMS BELOW"

By Frank Meier
E. P. Dutton & Co. \$3.00

Fathoms Below, a story of salvage, is, according to the author's closing words, an attempt "to interest the landsmen in scenes behind the scenes" in the drama of the deep. The writer has succeeded in capturing our interest: the story of the mysterious sinking of the battleship Maine, for instance. The decision of the United States rested on the verdict of a diver poking about in the ruins of the once great sea warrior. The sinking and the plans for the reclaiming of the Normandie are described in homely detail.

But the story of salvage in this war and the hunt for treasure-filled sunken ships, ever fascinating to a landsman, could have been more dramatically told.

—A. B. Seaman David Harris

"WEATHER STUDY"

By David Brunt, F. R. S., Professor of
Meteorology, Imperial College, South
Kensington

The Ronald Press, \$2.25

A simple, direct treatment of Meteorology is provided by Professor Brunt in *Weather Study*. That title, *Weather Study*, is a clue to his beguilingly plain writing on Meteorology, the science of the weather, or as more often defined, of the atmosphere.

True to his avowal, Professor Brunt starts staidly with an account of Meteorology's tools and moves smoothly through this most baffling and intriguing of the sciences. But he has not compromised with those seeking a *Gradatim* or a *Meteorology in Ten Easy Lessons*. This is an adult book requiring adult study and adult comprehension.

Weather Study has to be studied. It has to be read carefully, reflectively, thoughtfully.

—C. S. P.

"TWIN RIVERS—THE RARITAN AND THE PASSAIC"

By Harry Emerson Wildes
Farrar and Rinehart, \$2.50

Mr. Wildes describes the role that the Raritan and the Passaic have played in the history of New Jersey. With their tributaries these rivers drain half the counties of the state. In their valleys were some of the earliest colonial settlements, here also much of the Revolution was fought, and in modern days has come the great industrial revolution. "Twin Rivers", however, is more than a regional history; it is an interesting account of the people, both famous and little known, who were part of the life of northern New Jersey. "Twin Rivers" is a readable addition to the Rivers of America series.

—I. M. A.

"MASTERSON"

By Lee Wichelas
Appleton-Century. \$2.50

This is a first novel, the story of a twentieth century buccaneer who courted dangerous jobs in order to accumulate money enough to free his ship from such enterprises. The author is at his best when he writes of the sea and the ship; these passages carry conviction and strength. The plot is exciting and suspense is well sustained. If the characterizations seem a bit stilted it may be in comparison to the descriptive passages which are fine.

—A. W. C.

Book Reviews

"LORE OF THE LAKES"

By Dana Thomas Bowen
Published by author. Daytona Beach, Fla.
\$2.50

Many books have been written about the ships that sail the seven seas but little has been written of the ships that ply the waters of the Great Lakes. LORE OF THE LAKES fills this need, beginning with the first ship of La Salle and that intrepid priest, Father Hennepin, down to the streamlined vessels of the present day. Sturdy men have sailed these lakes and with their stories of romance and adventure, are also the accounts of their courage and sacrifice in the sudden fierce lake storms. Especially interesting too is the account of the Battle of Lake Erie and Commodore Perry's dramatic victory in the War of 1812. Seventy-seven pages of excellent illustrations give added appeal to this fine book of Mr. Bowen's.

—I. M. A.

"PARADISE STREET"

By Henry Farrand Griffin
Appleton-Century. \$2.50

Here is a light historical novel taking for its background the prosperous days of New Bedford, whaling center of the country. The author is no Melville and the saltiness of Johnny Cake Hill, the Seamen's Bethel and Water Street is somewhat lacking in savor to this reader, who herself grew up in New Bedford and can still smell the good sea-smells and hear the chugging of boats in the bay. The story is good entertainment, however, and makes fine warm weather reading.

—A. W. C.

PROPELLER CLUB CONVENTION

The Propeller Club of the United States and the American Merchant Marine Conference will hold their 17th annual meeting on October 14th and 15th at the Waldorf-Astoria hotel in New York City. Problems in planning the future of the American Merchant Marine growing out of the inevitable period of transition from war to peace will be considered and discussed by recognized maritime authorities. The Seamen's Church Institute of New York will send several representatives to this Convention who will participate in the panel discussion meetings.

THE ENEMY SEA

By Abraham Polonsky
Little, Brown & Co. 1943. \$2.50

The oil tanker *Aruba* is the scene of this arresting novel, and the action is as melodramatic as any thriller. The difference is that here is a plausible adventure, possible only in war-time. The leading character, Danny M'Cloud, assigned to write a magazine feature about the voyage of a tanker from Galveston to New York at a time when the U-boat menace was at its height, and the heroine, Carrie Tennant, an attractive and talented news photographer find themselves in a nest of Nazi saboteurs. Ingenuity, luck and Captain, the inscrutable shipper, Rebow, contrive to keep the reader absorbed from Page one to the exciting finish.

—M. D. C.

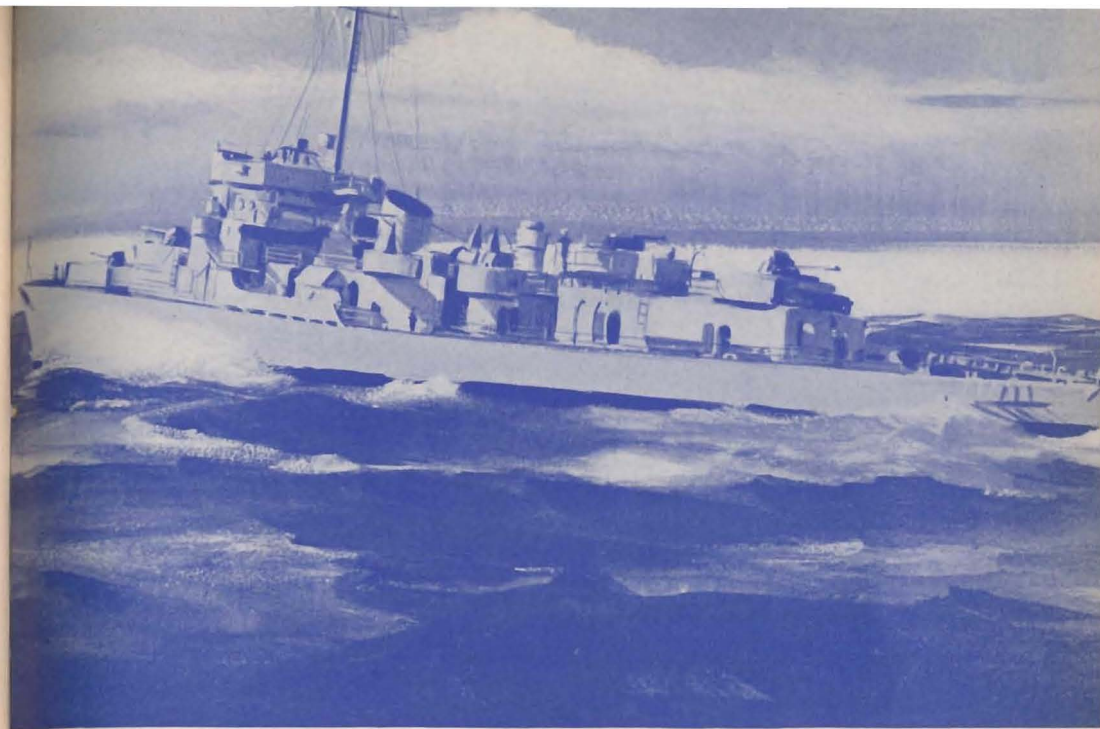
ENEMY IN SIGHT

By Stanley Rogers
Crowell. \$2.75

Enemy in Sight is a simple tale, written with a deep regard for the innate sincerity of seamen, of the activities in this war of the Royal Navy and the British Mercantile Marine. The author has wisely told his story stripped of all embroidery, but the reader's imagination will be fired with, for instance, the titanic struggle between the largest known battleships of the world. One of these monsters, the 42,000 ton Hood, believed indestructible, disappeared beneath the waves a moment after the battle started. The temporary victor, the German *Bismarck*, was only brought to bay and destroyed after a chase of over eighteen hundred miles by the strongest ships of the Royal Navy. Nor can the reader's sympathies lie dormant in the story of the men who clung to the slippery bottom of an overturned lifeboat during mid-winter for five long days?

So, from various sources, including eye witness accounts, the writer has fashioned a rude order to these varied "incidents" of the war at sea. But when one reflects soberly that nameless thousands have fought and died in these incidents, one senses the author is reverently building a mosaic of imperishable rock to their memory. For upon the courage and lifeblood of men like these does the might of England depend.

Reviewed by David Harris,
A. B. Seaman



Courtesy, Maritime Activity Reports

New Weapon in the Anti-Sub War

Here's the first glimpse the Navy has permitted of its new Destroyer Escort vessel, designed to meet the marauding U-boat on its own terms. Powered by General Motors' Diesels it is smaller than a destroyer but fast and powerful, and is being constructed in numbers to protect ocean convoys.

SERVICES TO MERCHANT SEAMEN JANUARY 1 — JULY 1, 1943

185,826	Lodgings
84,323	Baggage units handled
593,174	Sales at Luncheonette and Restaurant
181,469	Sales at News Stand
22,447	Calls at Laundry, Barber and Tailor Shops
10,047	Total attendance at 358 Religious Services at Institute, U. S. Marine Hospitals and Hoffman Island
25,373	Personal Service Interviews
169	Missing Seamen located
67,828	Total attendance at 186 Entertainments, such as Movies, Concerts, Lectures and Sports
5,972	Credit Loans to 5,878 individual Seamen
3,004	Pieces of Clothing and 471 Knitted Articles distributed
1,881	Treatments in Clinics
7,490	Visits at Apprentices' Room
1,039	Visits to Ships by Institute Representatives
10,154	Deposits of Seamen's Earnings in Banks
2,926	Jobs secured for Seamen
10,039	Attendance of Seamen Readers in Conrad Library; 5,303 Books and 41,850 Magazines distributed
13,893	Total attendance of Cadets and Seamen at 940 Lectures in Merchant Marine School; 1,069 new students enrolled
8,016	Incoming Telephone Calls for Seamen

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