

THE LOOKOUT



LIBERTY SHIP "ARCHIBALD R. MANSFIELD"

SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

Sanctuary

Almighty God, Lord of the storm and of the calm, the vexed sea and the quiet haven, of day and night, of life and of death; grant unto us so to have our hearts stayed upon Thy faithfulness, Thine unchangingness and love, that, whatsoever betide us, however black the cloud or dark the night, with quiet faith trusting in Thee, we may look upon Thee with untroubled eye, and walking in lowliness towards Thee, and in lovingness towards one another, abide all storms and troubles of this mortal life, beseeching Thee that they may turn to the soul's true good; we ask it for Thy mercy's sake, shown in Jesus Christ our Lord.

Amen.

From: Soldiers' & Sailors' Prayer Book

Edited by Gerald Mygatt and Chaplain (Lt. Colonel) Henry Darlington, D.D.

The LOOKOUT

VOL. XXXV, OCTOBER, 1944

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OF NEW YORK

25 SOUTH ST., NEW YORK 4, N. Y

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PLEASE HOLD THIS DATE

Our Annual Fall Theatre Benefit will be held at the New Century Theatre on THURSDAY EVENING, NOV. 16th, where Fritz Kreisler's operetta, "RHAPSODY" will be pre-

sented, starring Annamary Dickey and John Gurney of the Metropolitan Opera, and Patricia Bowman of the Ballet. Details regarding tickets will follow later.

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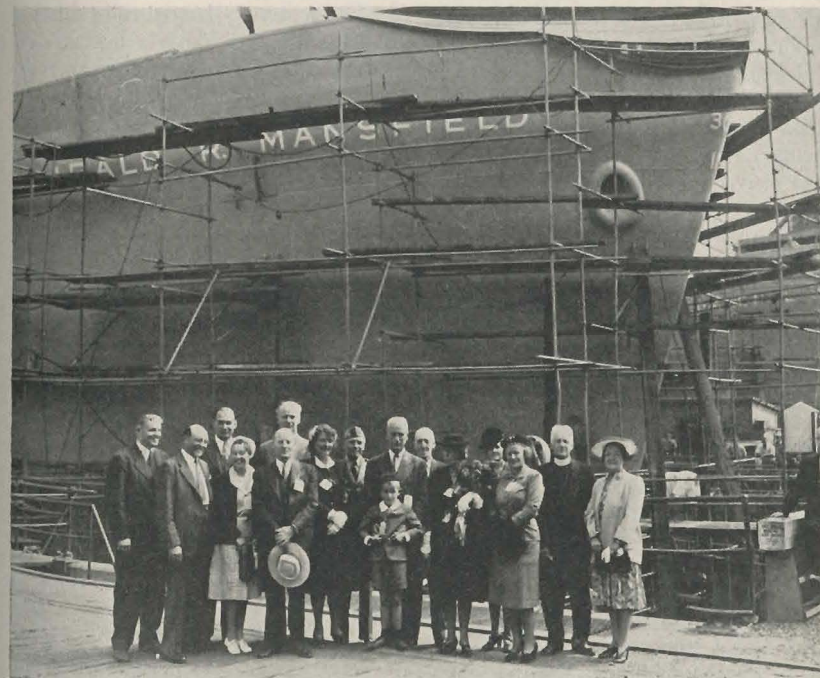
No. 10

Liberty Ship Named In Honor of Dr. Mansfield

ANOTHER Liberty ship took its place in America's Victory Fleet when the ARCHIBALD R. MANSFIELD was launched on August 29th from the New England Shipbuilding Corporation yard at South Portland, Maine. Dr. Mansfield served the cause of merchant seamen for 38 years. Joining the staff as Chaplain of the floating Church of Our Saviour in 1896, he rose to Superintendent of the Seamen's Church Institute of New York in 1910 and served until his death in 1934. He developed decent lodging houses for merchant seamen of all races and creeds and

fought vigorously to abolish the practice of shanghaiing seamen. The 13-story Institute at 25 South Street, the largest seamen's home in the world, was built mainly through his tireless efforts and those of President Edmund Lincoln Baylies.

Mrs. Mansfield sponsored the ship. A delegation attended from New York, including Dr. and Mrs. Mansfield's children, Richard Mansfield (of the Board of Managers, and his wife) and grandson, Richard; Romaine Mansfield, and Mrs. Helen Mansfield Black. Staff members from the



(Left to right) Mr. Ralph Leavett, Captain Alfred O. Morasso, Mr. Robert Olsen, Mrs. Ralph Leavett, Mr. Leslie Westerman, Mr. Romaine Mansfield, Rev. Lt. Andrew C. Long, USN, Mr. & Mrs. Richard Mansfield and Ricky Mansfield, Trevor M. Barlow, Mrs. Archibald Mansfield, Mrs. Helen Rassmussen, Mrs. Helen Mansfield Black, Rev. & Mrs. Samuel D. Ringrose.



Mrs. A. R. Mansfield

Institute who had served under Dr. Mansfield for many years also attended: Leslie C. Westerman, business manager; Captain Alfred O. Morasso, employment manager; Trevor M. Barlow, recreational supervisor; Robert Olsen, accountant, and Mrs. Helen Rassmussen, telephone supervisor.

The ship was blessed by the Rev. Samuel D. Ringrose of the Church of the Resurrection, Philadelphia. It was the 200th ship to be launched from the New England Shipbuilding yard where 24,000 employees turn out nine Liberty ships a month. Representatives of the Shipbuilding Corporation welcomed Mrs. Mansfield and the other guests, escorted them through the yard, and to a luncheon at a Portland Hotel. An official of the company, J. F. Kelly, said that he was an old friend of Dr. Mansfield, having worked with the British Shipping Office in the basement at 1 State Street in 1910 when the Institute had a baggage room and an Apprentices' Room on the upper floors. He and Mr. Barlow of the Institute's staff exchanged many reminiscences of those old days when Dr. Mansfield drove the crimps away from the waterfront. Mrs. Mansfield was presented with a beautiful silver platter on which was engraved a picture of a Liberty

ship. Other guests at the launching ceremonies included Chaplain Andrew C. Long of the U. S. Naval Training Station at Brunswick, Maine, formerly rector of Christ Church, Staten Island; Mr. and Mrs. Ralph A. Leavett of Portland. Mr. Leavett (President of Seamen's Club of Portland), is personnel agent for Boland and Cornelius who will operate the ship for the War Shipping Administration.

Portraits of Dr. Mansfield have been hung in the officers' and crews' messrooms of the new ship as a reminder of the great man for whom the ship is named. The Seamen's Church Institute of New York has sent 200 books to the crew through our Conrad Library, and the company has built special shelves for them. The Central Council sent 75 "Bon Voyage" packages containing knitted articles made by women volunteers for the merchant seamen and Navy gun crew aboard.

Thus, two "Institute" ships are sailing the seas, delivering important war cargoes to the fighting fronts: the JANET LORD ROPER (named for the late "Mother Roper", head of the Institute's Missing Seamen's Bureau) and the ARCHIBALD R. MANSFIELD.

Two former members of the Institute's Board of Managers, the late CHARLES S. HAIGHT and the late KERMIT ROOSEVELT have had Liberty ships named in their honor. Mr. Haight was a prominent admiralty lawyer and established the Joint Emergency Committee for Seamen's Welfare Agencies during the depression years to finance the sheltering and feeding of unemployed merchant seamen at the Institute and other agencies. He served on the Institute's Board from 1928 to 1937; was Vice-President from 1936 to 1937. Mr. Roosevelt was treasurer of this committee. He was president of the Roosevelt Steamship Company and vice-president of the United States Lines. He died in 1943 while on active duty in Alaska. He served on the Institute's Board from 1923 to 1940.

First Birthday Party At Janet Roper Club



Photo by Marie Higginson

Volunteer hostesses served supper in the garden.

TABLES and chairs set cozily under trees in the garden of the Janet Roper Club at 3 East 67th Street and long rows of tables piled with plates signified that a party was in preparation. The day was Friday, September 8th, and the party was to celebrate the first anniversary of the establishment of the Club by the Seamen's Church Institute of New York as a Club for merchant seamen, their wives, mothers and girl friends. The Club is housed in the gallery and garden of the late Thomas Fortune Ryan. It was equipped as a recreational center by his grandchildren who turned it over to the Institute to operate. The attendance since its opening a year ago has totalled more than 20,000 seamen and their guests.

At the anniversary party Miss Janet Roper Copp, granddaughter of "Mother Roper" who was head of the Institute's Missing Seamen's Bureau and in whose honor the Club was named, cut the birthday cake. Three of the cast in OKLAHOMA, Elsie Arnold, Suzanne

Lloyd and May Muth sang songs from the popular musical play. Marian Ross, singer, and Dr. Milton Rettenberg, radio pianist, also entertained. Pegeen and Ed Fitzgerald of Station WOR also appeared. Mortimer Davenport, supervisor of the club, sang duets with Freda Hemming. Seamen enjoyed the folk dances with Mrs. Richard Wagner calling and Daisy Brown at the piano. In the evening there was dancing with music by the Fenner orchestra. More than 600 merchant seamen and their families and volunteer workers attended the party. Supper was served in the garden by corps of volunteer hostesses. Many seamen just back from long trips and invasion duty rushed back to their Club to enjoy the festivities.

The Club is open daily from 2 to 11 P.M. Dances are held on Wednesday and Saturday evenings; concerts on Friday and Sunday evenings; folk-dancing on Thursday evenings and games and community singing on Monday and Tuesday evenings.



Singers from the popular musical play "OKLAHOMA", entertained. Elsie Arnold, Suzzane Lloyd and May Muth.



Photos by Marie Higgins
Janet Roper Copp, grand-daughter of "Mother Roper" cuts the birthday cake.

American Shipping After The War

By Basil Harris, President, United States Lines

AMERICAN shipping, its role in the war and the part it can and will play in maintaining a prosperous world at peace, is a subject commanding more and more attention as the successes of Allied armies on the European continent hastens the collapse of Germany. Some people seem to be under the false impression that the American shipping industry has been sitting back idly while something vaguely characterized as the "Government" has done the job of getting the men and the supplies where they are needed.

Of course, exactly the opposite is true. When this country was plunged into war, the entire shipping industry was mobilized one hundred per cent for war purposes. A system was set up whereby the War Shipping Administration took over all the ships, but allocated to the shipping companies groups of ships from the total pool. The companies run the ships. It is this

operation of ships by the American shipping industry which has contributed so largely to the great work of transport cited on July 29th by Major General C. P. Gross, Chief of the Army Transportation Corps. He revealed that more than 4,000,000 men had been shipped overseas for the Army alone in thirty-one months of war. More than 63,000,000 ship tons of supplies have gone with the four million men.

That's just for the Army. The American shipping industry has also carried vast tonnage of lease-lend goods, and supplies and men for the Navy. Our men and materials, in a great majority of cases, are being transported across the oceans by the private operators of American ships.

We find some people greatly troubled about the fate of American shipping after the war. They appear concerned about the employment future of the thousands of

young Americans who have been trained as merchant seamen during this war period, whether they will have jobs or not. This concern is shared by everyone who has given serious thought to the problems that will confront our country when the war is won . . . From the founding of this country, the United States has been a maritime nation, but after our nation was built, the United States tended to shift to the "inner frontiers" of the expanding country and lapsed in shipping. However, in 1936 the American people, sensing the new direction which world affairs were taking, laid down the principles for a restoration of the United States to its rightful place as a maritime country. The Merchant Marine Act set forth as a national policy that we should have an adequate merchant fleet to carry our trade in peace time and to providing shipping in time of war. That policy of 1936 calls for the operation of American ships by private operation with American crews. That is a policy written into law by Congress. . . .

The superb record American shipping has made for itself is a matter of history. And it is the same American ships which will bring the boys of our armed forces home when the war is won . . . When the fighting ends it will be our firm duty to carry out the

basic Merchant Marine policy of the 1936 Act . . . Our stupendous ship construction program will give us the ships. The great seamen's training program will give us the crews . . . An operational subsidy will be utilized so that American seamen on American ships will not watch their jobs disappear because foreign ships with low paid seamen get all the business. The money of the operational subsidy will all go into the pockets of the American workmen in the shipyards and of the American seamen. The shipping industry will pay for or lease these ships and operate them, and no tax-payer is going to lose by that.

An American merchant fleet in the post-war world becomes an integral part of the whole picture of our economic life. At least five million jobs are wrapped up in the American post-war foreign trade which will depend largely upon a capably managed American-flag merchant fleet.

It is in this way that American ships at sea mean American jobs at home.

Editor's Note: Despite the fact that American steamship companies are operating the greatest volume of tonnage ever to fly the American flag, profits have decreased 66% since Pearl Harbor and are approaching the pre-war level of 1939, according to the American Merchant Marine Institute. On the other hand, profits in manufacturing and mining industries have increased 40% since 1941.

WHAT IS THE FUTURE OF THE AMERICAN MARINE INDUSTRY?

Attend the
AMERICAN MERCHANT MARINE CONFERENCE
THE WALDORF-ASTORIA — New York City
October 18th — 20th, 1944

The Propeller Club of the United States and the American Merchant Marine Conference will hold their Eighteenth Annual Meeting this year in New York.

Problems of vital importance to the future of the American Marine Industry growing out of the inevitable period of transition from an economy of war to one of peace will be explored and discussed by recognized authorities. The Conference will concentrate the experience and wisdom of its outstanding leadership upon subjects of transcending importance affecting the post-war ascendancy of the Merchant Marine.

Panel Discussion meetings will be held on October 18th and 19th; General Sessions on Friday, October 20th and, in the evening, the American Merchant Marine Conference Dinner.

The need for coordinated and constructive effort was never so necessary as at the present time . . . The Seamen's Church Institute of New York is sending delegates to this conference who will participate in the important discussions on the Merchant Marine.

The Role of Merchant Seamen in the Invasion

Editor's Note: The Institute's staff members in recent weeks have been talking with crews of merchant ships which were in the thick of the Normandy invasion. All of the seamen speak of the fine, coordinated job done, and with quiet modesty of their own part in the great event. Despite heavy enemy fire these crews took their ships in, operated deck machinery to unload cargoes and delivered supplies and troops to hold the established beachheads.

The difficulties and dangers of their task were mentioned in letters to the crews by Admiral Sir Bertram H. Ramsay, Allied Naval Commander-in-Chief, Invasion Forces, and Vice Admiral Emory S. Land, USN (Ret.) War Shipping Administrator, commenting on a job well done and successfully completed in support of our Armed services.

Following are other comments on the invasion.

"Every ship in the world seems to be there and even so I am telling myself that I never realized how many ships there are in this world," is the description given by a veteran skipper of the American Merchant Marine of the stupendous naval and merchant tonnage taking part in the Normandy invasion.

The letter, made public by the War Shipping Administration, was written by Capt. Heinrich H. Kronke, of Salt Lake City, master of the SS CYRUS H. McCORMICK, on return of his ship to England after participation in the early landings.

"I am confident," writes Captain Kronke, "that I speak for every man aboard when I say that we are all proud to take part in the operations now going on. Many of the men, especially the Deck Department, have had to work long hours. During daylight hours they discharged the ship's cargo and at night, numberless alarms kept them awake, if not actually assisting the gunners. And the nights are short in this latitude; yet not one complaint was made. They all took it like good soldiers. The realization of taking part in the biggest job ever undertaken by man made them forget personal discomfort, lack of sleep and the hard work demanded of them.

"There can be no doubt that the English Channel today is the busiest thoroughfare in the world. Craft of every description are traversing it day and night and often there does not seem to be room enough to squeeze another ship through. There have been wide, brightly lit avenues across from the very first day on. Even a landlubber could find his way across.

"Most of the things you will certainly see in the newsreels, for we carried

some of the men. Whether they can reproduce the sounds and sights of a hundred thousand guns firing tracer ammunition into the night sky, I don't know. Certainly, when you see a dozen battle wagons belching fire and hurling their tons of steel across the water, your heart will beat a little faster and you will be happy, because they are on your side. To be an eye-witness to such awe-inspiring spectacles is an honor. Fortunately, while it is going on, one does not realize that it is all for destruction."

The value of the role of the American Merchant Marine in the war has been dramatically demonstrated by the armada of 4,000 ships of all types that was assembled to transport the invasion army to Normandy. Millions of men and tremendous quantities of supplies were carried from England in a shuttle service that will continue as long as it is necessary.

But it should not be forgotten that a most essential part of the Merchant Marine's task in the invasion had to be completed before even D-Day could be set. For months the Merchant Marine maintained a never-ending supply line from this country to the British Isles. Convoy after convoy sailed from the United States with soldiers and their equipment. Admiral Royal E. Ingersoll, commander of the Atlantic Fleet, stated that *had this vital line of supply been broken, the invasion would have been impossible.*

While most eyes are on the grim fighting in Europe, the Merchant Marine is also serving the other theatres of war and bases essential to defense. There are some 55 fighting fronts and military bases scattered about the globe—from lonely Greenland in the Arctic fastness to sun-seared ports on the Persian Gulf. All must be supplied regularly and a transportation job of incredible magnitude must be accomplished.

It is only because we finally have a merchant fleet of sufficient size that we are now able to wage simultaneously several full scale campaigns in widely separated areas such as Northern France, Italy, India and the South Pacific.

In each successive invasion there has been an increased display of Allied maritime might. North Africa saw 600 merchant ships while some 2,000 took part in the amphibious assault on Sicily. Keeping in mind that 4,000 ships were used in the current invasion, it is gratifying to contemplate the size of the fleet that will set sail when D-Day comes for Mr. Tojo and Japan.

—American Merchant Marine Institute.

Tribute to the Merchant Marine

Editor's Note: Paul Manning, speaking from London on July 11th, to employees of The Sperry Corporation here, interviewed a Liberty ship Captain and paid high tribute to the Merchant Marine.

... "Last evening I talked to the Skipper of a Liberty ship. He is very typical of the Captains who command so many of our Merchant Marine ships. He is 24-year-old Lieut. Comdr. Richard Breakwaite of Jacksonville, Florida. He has not been a Captain long. At Pearl Harbor he received his Third Mate's license. This past year he became a Captain and received his own ship. On his last run home, incidentally, he married the girl who lives next door.

"Last year Rear Admiral Land said that men of the American Merchant Marine had a 400 per cent greater chance of being killed than soldiers or navy men. That percentage has been considerably reduced now of course. But it is still higher than both the Army and the Navy.

"The record for bravery our Merchant Marine has established will be remembered a long time by the fighting men here. We would not have a second front yet if it was not for them.

"I have been in convoys several times in this war, but one run I would not like to make is that trip to Murmansk. Young Captain Breakwaite has made it, several times. I don't believe he will ever forget March, 1943. They lost part of the convoy on the way to Murmansk. Coming back, after the goods had been delivered, Breakwaite's ship was torpedoed. Off Norway, German bombers attacked the returning convoy from the air. Below water, U-boats hammered on their torpedoes. Breakwaite's ship got one torpedo and then slipped from convoy. They should have abandoned ship at that time, but the crew voted to stay aboard. Somehow they kept that ship afloat for another 700 miles. They were finally picked off by two torpedoes within sight of Scotland. The vessel had to be abandoned. As it wallowed helplessly, however, the chief engineer below decks phoned up to the Bridge and asked 'are we supposed to come up yet?' There was no question of leaving in the face of danger unless ordered to do so, and I think that spirit is one good reason why we won the battle of the Atlantic.

"Today young Breakwaite, who reminds you of some college halfback, says he has got a wonderful crew. They worked their heart out the day we invaded Normandy. Not only did they bring the ship across to France but they also unloaded the cargo. On invasion day Captain Breakwaite and I got a similar impression. We were impressed by the huge volume of supplies lined up ready to go ashore. Since



U. S. Maritime Commission Photo
Quartermaster at the Wheel.

then, there has been a shuttle service across the channel.

"I asked Breakwaite what his problems were as Captain of a Liberty ship. He said navigating; keeping a ship within its proper lane in swift channels. And Captain Dick Breakwaite also volunteered a remark which you may be interested in. He said that his Sperry Gyro had been a life saver in this job. It made sailing easy. He said he couldn't depend on the regular compass nowadays but his Sperry Gyro had never failed. . . ."

A SHIP IS BORN

(Quoted by Sir T. Ashley Sparks at the Marine Authors' Luncheon) From a court decision; Tucker v. Alexandroff, (1902) 183 U.S. 424

" *** A ship is born when she is launched, and lives so long as her identity is preserved. Prior to her launching she is a mere congeries of wood and iron—an ordinary piece of personal property — as distinctly a land structure as a house, and subject only to mechanics' liens created by state law and enforceable in the state courts. In the baptism of launching she received her name, and from the moment her keel touches the water she is transformed, and becomes a subject of admiralty jurisdiction. She acquires a personality of her own; becomes competent to contract, and is individually liable for her obligations, upon which she may sue in the name of her owner, and be sued in her own name."

A SIX MONTHS' SUMMARY OF SERVICES TO MERCHANT SEAMEN

by the

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

From January 1 to July 1, 1944

- 168,922 Lodgings (including relief beds)
- 81,160 Pieces of Baggage handled.
- 640,731 Sales at Luncheonette and Restaurant
- 171,672 Sales at News Stand
- 18,436 Calls at Barber, Laundry and Tailor
- 8,348 Total attendance at 369 Religious Services at Institute, U. S. Marine Hospitals and Hoffman Island
- 24,192 Social Service Interviews
- 218 Missing Seamen located
- 62,649 Total attendance at 180 Entertainments, such as Movies, Concerts, Lectures and Sports
- 7,106 Relief Loans to 3,038 Individual Seamen
- 2,807 Pieces of Clothing and 1,001 Knitted Articles distributed
- 1,839 Treatments in Clinics
- 7,007 Visits to Janet Roper Room
- 1,839 Visits to Ships by Institute Representatives
- 4,655 Transfers of Seamen's Earnings to Banks
- 2,960 Jobs secured for Seamen
- 10,090 Attendance of Seamen Readers in Conrad Library; 9,818 Books and 29,425 Magazines distributed
- 22,379 Total Attendance of Cadets and Seamen at 1,111 Lectures in Merchant Marine School; 2,140 course enrollments
- 8,132 Incoming Telephone Calls for Seamen
- 25,340 Attendance of seamen in Seamen's Lounge
- 12,462 Total Attendance of seamen and their guests at Janet Roper Club, 3 East 67th Street



Hoffman Island Maritime Station Photo

Institute Chaplains Visit Seamen in Hospitals and give Religious Counsel.

Give A Red Letter Day to Help Maintain Some of these Activities and Services

RED LETTER DAYS help to maintain these activities and are set apart by donors to commemorate a birthday, wedding anniversary or in memory of some loved one.

You already give an annual contribution as an expression of your interest in the welfare of seamen. But RED LETTER DAYS reserved on our calendar give you an opportunity to be responsible for an entire day at the Institute by paying \$273.97 to carry on all our recreational, educational and social activities.



Photo by Marie Higginson

GAME ROOM AT JANET ROPER CLUB
This Club is maintained by the Institute at 3 East 67th Street, for merchant seamen and their families. If you wish to guarantee the maintenance of both "25 South Street" and the Janet Roper Club for one day, the total cost is \$303.97.



Dental Clinic gives treatments at low rates

Conrad Library—18,819 seamen readers during 1943 and 12,011 books were sent to ships.

Kindly send your check to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK, 25 South Street, New York 4, N. Y. and designate what day you wish reserved as your Red Letter Day.



Events in the Missing Seamen's Bureau

By Shirley Wessel

Editor's Note: During the first six months of this year the Institute's Missing Bureau, founded by the late Mrs. Janet Roper, located 218 missing seamen. We asked Mrs. Shirley Wessel to tell LOOKOUT readers about several of the "cases" with happy endings.

MANY interesting cases come to the attention of the Missing Seamen Bureau. Some are hopeless, some pathetic. Others tend toward the lighter vein, even the persons involved see the amusing side and enjoy the developments along with us.

For example, Miss Stanton rushed to New York from far away Texas to visit her kid brother before he sailed. We worked all morning to locate Ted. In the meantime, Miss Stanton was soaking one hankie after the other with hot tears. After getting a message to Ted, he telephoned. Miss Stanton laughed and cried simultaneously over the telephone. She then spent a couple of restful hours pouring tea in the Seamen's Lounge. At 4:30 brother and sister had a jolly meeting in Mrs. Roper's former office. Coming out hand in hand, their beaming faces were ample incentive for us to carry on.

One morning I arrived at the Institute early to find two seamen's wives, Nancy and Jane, giving their offspring—Patsy, aged one and a half, and wee Jimmy—a canary bath in the wash basins of the women's lounge. Immediately following Jimmy's brief drying spell via paper towels, he proceeded to crawl about the floor soiling knees and hands, which of necessity contacted the linoleum as he wavered and rolled about. At the same time, young Patsy with her shining face and sparkling pinafore, proceeded to toss the remaining clean clothing out of the much used suitcases. Indeed, she even made it her business to dust and scrub along the way. The young, taut, much too thin parents were so absorbed in creaming off their own railway dust

that they had not noticed the antics of their young fry. Ah, but when they did, they used the magazine and hand method and in short order had both youngsters yowling to the tip-top of their lungs. This outburst brought in several other staff members who attempted to make suggestions and quiet the hungry, train-weary children.

Approximately a half hour later while busily absorbed in trying to discover means of reuniting an R.A.F. officer and his seaman brother, Tom, I was advised that two women wanted to get in touch with their husbands immediately. Looking up I discovered my friends of the women's lounge plus the offspring. As the foursome entered my office, I had a premonition that this was to be a tough job. No, they had absolutely no idea where their husbands were. They had become lonely and decided it was just as simple to keep house in New York City as it was in a small Wisconsin town. So they had set out on this their first adventure. According to our usual procedure in obtaining information, we started at the beginning of the Missing Seamen sheet. Name, age, birthplace, etc. were secured. It seemed best to handle one case at a time. However, while I was trying to obtain information concerning Mrs. Hilton's husband, Mrs. Lane was chanting to young Patsy, "Daddy will be here soon, dear. Daddy will be here soon." At this point Jimmy's whining changed from sobs to shrieks.

I decided, despite the crying, talking, pacing the floor, etc. that I must get these women on their way and that could only be accomplished by finding the husbands. Calling shipping companies and Unions I began to burn up the wires. Call after call was made but with no result.

I continued telephoning. In the meantime my secretary was checking all the files in the building. She returned to explain that the United

States Post Office was holding an overflow of mail for Mr. Lane. This report showed definite indications that Patsy's daddy was on the high seas and seemed to dispell all hopes for "Daddy to be here soon."

When Mrs. Hilton was almost in a collapsed state of despair, I rallied to make one last effort for wee Jimmy's sake. The voice on the wire answered with "Hold on a minute. I'll check." Then, no, Mr. Hilton hasn't been in here lately, but when he shipped with us last, he left a Sheepshead Bay address.

Success. I secured the telephone number from information and called Sheepshead Bay. It was a photographer's studio. They couldn't say just where Mr. Hilton was but he had left a package there which they thought most likely he would return to collect in the very near future. I explained we were terribly anxious to get in touch with him since his wife had just arrived from the West. After a little conversing on the other end, Mr. Ballard proffered a startling (and most acceptable) proposal. Would Mrs. Hilton like to visit Mr. and Mrs. Ballard for a while and they, too, would try to locate Mr. Hilton?

Needless to say, Mrs. Hilton was so pleased at having the prospect of some place to go she stopped pacing back and forth with Jimmy. She just sank in the nearest chair. I obtained the directions to get to the Ballard's home in Sheepshead Bay and was so flabbergasted over the turn of events, I completely forgot to inform the host that Mrs. Hilton had a party of four!

Mrs. Lane was to telephone next day to obtain any available information concerning her husband. My friends departed with the admonition to me "to continue to seek."

We hastily put a "seaman wanted" card in the post office for Mr. Lane. About 5:30 Mr. Lane arrived to get his mail. He had been on watch aboard a Liberty ship while cargo was being loaded. His face dropped when we informed him Mrs. Lane and young Patsy had arrived in the big city.

"But I can't see her! I have to be aboard my ship tonight!" he said.

We arranged instead for the Lanes to meet at the Institute the following day. This was done on the assumption that Mrs. Lane was telephoning at 3 o'clock.

Next day Mr. Lane arrived at 2:45 p.m. and sought me in the Seamen's Lounge. His wife did not telephone, as she promised, and our efforts to reach her at the Sheepshead Bay address proved unsuccessful. Then Mr. Lane said emphatically, "I'll ship them right back to Wisconsin." In the next breath he said, "Mrs. Wessel, please help me to change the address on my allotment papers so Mrs. Lane can get the money here instead of out West." This little job eased our mind while awaiting for Mrs. Lane to call. We telephoned and made arrangements for Mr. Lane to call at the Bull Lines a block away. He simply flew down and back. The call from Mr. Ballard didn't come until 5 o'clock. So you see, we had ample time in which to acquire a first class case of jitters.

Mr. Ballard telephoned. He had good news. Mr. Hilton had arrived that morning. The Hiltons and wee Jimmy were out looking for an apartment. They were very happy and planning to get settled as fast as possible since Mr. Hilton had a ship and was standing by. He also informed us that Mrs. Lane had decided that Mr. Lane had already sailed so they didn't bother telephoning the Institute. They were out walking, seeing the beauties of Sheepshead Bay. Mr. Lane received directions how to go to Sheepshead Bay where he could find his family.

Wiping the perspiration from his brow, Mr. Lane said, "The Lord bless you for standing by. I'll let you know how things shape up." He did, too. Mrs. Lane and young Patsy are now occupying a pretty little apartment in Sheepshead Bay with Mrs. Hilton and wee Jimmy. Proving that it is just as simple to keep house in New York City as in a small western town.

Yes, the R.A.F. Officer and seaman brother Tom did get together. This was accomplished only after we were able to get them both on land at the same time.

Victory Ships

Editor's Note: Liberty ships have often been criticized as "crafts of expediency" — constructed hastily to meet war's urgent and immediate needs. Although Victory Ships will replace Libertys in the post-war world, nothing will erase the gallant chapters in sea history earned by the Libertys named for famous men and women whose own deeds and words are remembered.

STEPS have been taken to prevent "cracking" in the new Victory ships similar to structural failures encountered in a few of the Liberty type, according to the American Merchant Marine Institute. Discovery that a riveted seam is a good crack stopper has led to the use of this theory in Victory ship construction. The Victory type, which like the Libertys are all-welded, will have the extreme edges of their top deck connected with the top line of hull plates by a double-riveted angle, fastened with two rows of zigzagged rivets, the AMMI reported, adding that should a break in the deck plating occur, it was believed this type of connection would prevent it from going beyond the edge of the deck. From the seamen's viewpoint, the Victory differs from the Liberty in that it has faster lines characterized by a more sharply pointed bow. Unlike the Liberty, the new vessel has a raised forecastle.

For the ship's crew, the new vessel provides more living space and better accommodations. Originally

designed to carry only 49 men, Liberty ships now have crew spaces of 81. This overcrowding in the crew spaces will be eliminated in the Victory ships where each man has 30 to 35 square feet, compared to 23 square feet on the Liberty. The institute says the Liberty's new partner will prove a success, not only on war duty but also in post-war competitive service. It is in this latter light that American steamship companies which operate them for the Government are awaiting full reports on the thirty-odd Victories now on first voyages.

With the Maritime Commission's C-type ships, the Victory vessels will give the United States a modern up-to-date merchant fleet, the AMMI maintains. Although more than 1,120 of them are scheduled for construction, a comparatively small number have been delivered and sent to sea with essential war cargoes and preliminary reports on their performance are not yet available.

Expansion of war-time production facilities have provided faster propulsion machinery for the new ships, which although substantially the same size as the Liberty, will have a speed of $15\frac{1}{2}$ to $16\frac{1}{2}$ knots — an increase of more than 5 knots over the Liberty ship.

From—U. S. Naval Institute Proceedings—July 1944 "Professional Notes"

UNITED VICTORY

Courtesy U. S. Maritime Commission

Off-Duty Hours at Sea

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FO'C'S'LE MUSIC

Photos by Costa—N. Y. Daily News

Please send Victrola Records (Classified and Popular) to Department of Special Services, 25 South Street, New York 4, N. Y.

HISTORIC STEAMSHIP "ATLANTIC"

A RARE old lithograph of the Sound steamer *Atlantic* which was wrecked in a storm off Fisher's Island, near New London, on Thanksgiving Day, 1846, has been presented to the Seamen's Church Institute of New York by Freeman Hathaway, a member of the Steamship Historical Society. The picture of the famous steamer has special interest to the shipping world because the bell from the *Atlantic* hangs over the main entrance of the Institute's thirteen-story building at 25 South Street and rings the half hours in ship's time. It was found, according to a contemporary newspaper, "tolling a solemn requiem for the souls lost as the waves dashed against the wrecked ship." Forty-two of the passengers and crew perished.

The bell was salvaged and hung

in the belfry of the Floating Church of the Holy Comforter for sailors which was the Institute's second floating church. In 1883 the bell was transferred to the new Chapel of the Holy Comforter which was at that time the North River station of the Institute. In 1927 it was taken to its present place at 25 South Street overlooking Coenties Slip. So for 98 years the bell has summoned seamen to worship.

The steamship *Atlantic* was the pride of her day, having cost \$140,000. She was 320 feet long, 35 foot beam and had a 600 horse power engine. She was owned by the New York and Boston Railroad Line and sailed from New York at Pier 1, North River. Her captain, Isaac Kip Dustan, perished with his ship, but his body was recovered and is buried near his home on Staten

Island. The monument to Captain Dustan is in the shape of the *Atlantic's* bell.

The rare picture of the *Atlantic*, which was drawn on stone by C. Parsons, came from the collection of the late Laurence W. Miner of Gales Ferry, Conn., an authority on Americana, whose niece, Mrs. W. N. Hill, also of Gales Ferry,

gave it some years ago to Freeman Hathaway. On hearing that the Seamen's Institute owned the original bell from the ship, Mr. Hathaway decided to present the picture. It is now hung on the fourth floor, opposite the Janet Roper Room which is used by hundreds of seamen for dances and other entertainment.



Photo by Lawrence Thornton

MAIN ENTRANCE OF SEAMEN'S CHURCH INSTITUTE OF NEW YORK SHOWING BELL FROM STEAMSHIP ATLANTIC; ALSO FIGUREHEAD OF SIR GALAHAD.



Photo by Marie Higginson

MR. FREEMAN HATHAWAY PRESENTS PICTURE OF STEAMSHIP ATLANTIC TO THE INSTITUTE'S DIRECTOR, DR. KELLEY.

WEATHER AROUND THE WORLD

By Ivan Ray Tannehill
Princeton Univ. Press, \$2.50

The light and facile touch in this book is the touch of a master hand, for Mr. Tannehill is one of our Weather Bureau's greatest meteorologists, and one of its readiest writers. He has, therefore, produced this book with the friendly assurance of a man who does not have to show off, but, free of mock modesty, speaks with complete authority. The book is written as if Mr. Tannehill, in his best shipboard manner, were commenting to friends, not less intelligent but only less informed than himself on weather and climate encountered in a leisurely voyage around the world. He tells plainly the causes of phenomena observed on such a voyage so that sky, cloud, wind, rain, fog, halo, waterspout, become comprehensible entries on the personal log of each voyager.

There are, besides the essential scientific explanations, valuable tables of weather and climate of places all over the world. This is a useful, delightful, book.

(Weather Eye) Partridge

"WHY SEA POWER WILL WIN THE WAR"

By Rear Admiral Yates Stirling, Jr.,
(U. S. N. Ret.)

Frederick Fell Inc., N. Y. 1944. \$3.00

Rear Admiral Stirling discusses the part that sea power and air power play in this war and analyzes the functions and drawbacks of each. In the last analysis, he believes, it will be sea power, with air power as an indispensable auxiliary, that will be the deciding factor. In the introduction to why sea power will win the war, he says that his main object in preparing this book has been "to refute the unjust and completely unfounded criticism of the Navy". He does not say who these critics are but as he writes of the different phases of the war in Europe and in the East, he does it from the view of a naval apologist as well as from that of a naval strategist. It is an interesting picture of present day warfare.

I.M.A.

THE NAVY'S WAR

By Fletcher Pratt
Harper, \$2.75

Here is one of the best accounts of what our Navy did in the two years following Pearl Harbor. Mr. Pratt, recognized as an authority on naval warfare, has reported it as if it were past

history, thus giving his book a timeless value rather than the purely ephemeral one of so many of the hot off the press volumes with their "inside" secrets. Mr. Pratt writes of the campaigns in the Java and Coral Seas, the raids on the Marshall and Gilbert Islands, the submarine campaign in the Pacific, the battle of Midway and the war against U-boats in the Caribbean. Although he writes of these engagements in the light of historical precedent, as well as of Admiral Mahan doctrines, his writing does not lack suspense and interest. In the chapter entitled "Memorial of the Wasp" he has given an especially vivid and colorful history of the carrier from the day of her launching to her gallant end. M.A.



U.S.S. ST. MARY'S—sloop of war; later a training ship for the New York State Maritime Academy.

Perpetuating the name of a famous training ship built in 1844, a new attack transport christened recently at the California Shipbuilding Company's yards at Wilmington, California, Mrs. Arthur M. Tode. Mrs. Tode is a member of the Board and past-president of the Women's Organization for the American Merchant Marine and her husband is Chairman of the Board of Visitors of the New York State Maritime Academy and Honorary President of the Propeller Club of the United States. Hunter Wood, class of 1938 at the Maritime Academy, marine artist, has been commissioned to paint a picture* of the old St. Mary's to be presented to her namesake. Hundreds of active Merchant Marine officers trained on the old St. Mary's. The new St. Mary's will be commanded by Commander Edward Glosten, USNR, Commandant of Cadets of the New York State Maritime Academy, who made his first cruise to sea on the old vessel in 1911. LONG LIFE TO THE NEW ST. MARY'S!

* A painting of the St. Mary's by Charles R. Patterson was on display at the "Ship on Shore" exhibition at the Museum of the City of New York, loaned through the courtesy of Commander Arthur M. Tode.

ECCE HOMO

By Ensign John Ackerson, U.S.M.S.

I bent to lift a comrade from the water
Still hotly crimson with the recent
slaughter
Hands joined to mine, with no nail-
marks deviced;
Yet when I stared I knew him for the
Christ.

Again, when one from clouds of living
steam
Brought out his watch-mate and in pain
extreme
Sank down, I stripped him; though his
blistered side
No spear-wound showed, I hailed the
Crucified.

I find Him now where deeds are done
for man
At once the Master and the Artisan;
Look for no stigma, nor for royal graces,
Dressed like the next, His Face like all
men's faces.

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**To JOSEPH CONRAD,
Seaman-Author**

Died August 3rd, 1924

Hand at the helm of the barque *Otago*
Peering with seaman's eyes into the deep,
Mate of the wool clipper *Torrrens*,
Through the night watches your vigil
keep.

Engraved in the hearts of sailormen
Your name, forgotten, never shall be,
In land-locked harbors and tempestuous
sea
A host of mariners know your pen.

Your monument an oaken figurehead
In a library where South Street meets
the sea;
Your epitaph: "It is stout hearts that
keep

The ship safe." These words, remem-
bered and re-read
Inspire men with pride and dignity.

Some of your brotherhood on tanker
and freighter
Have striven to reach your heights; none
is greater.

Briefly the same lustre illumines their
salt-soaked pages.
In their bright dreams and brooding
fears

They speak your name and count the
years

Since, in the wonder of the sea
You wrought the living words of
"Youth" and "Victory."

By Marjorie Dent Candee

The Annual Sailors' Day Service, sponsored by the Seamen's Church Institute of New York, will be held on Sunday afternoon, November 5th at four o'clock at the Cathedral of St. John the Divine. The Bishop will preach. Members of the Institute's Board of Managers, clergy, steamship and consular officials, and trainees in the various Maritime Schools will march in the procession. LOOKOUT readers and their friends are cordially invited.

THE S. S. EUGENE HALE

Dedicated to Captain George Le Veck*
Out on the blue Atlantic, midst howling
storm and gale

With her banners proudly waving, stands
the S. S. Eugene Hale
The Stars and Stripes she carries, and
proudly does she bear
Her gallant country's emblem, and she
boasts it everywhere.

Built was she for freedom, and sent to
brave the sea
And they christened her and named her
a ship of Liberty

Today she is filled with soldiers, destined
for everywhere
To fight this country's battles, and do
their rightful share

Her master's hand is steady, and her
course is straight and true
And her destination victory as she
proudly sails for you.

Now I am one of the soldiers who
chance to be aboard
And I pray the Lord for safety on my
first trip abroad

But I know I shouldn't worry for I
know the ship won't fail
And I am mighty proud and glad to
be aboard the S. S. Eugene Hale.

—Written by an American soldier
aboard the Liberty ship Eugene Hale.

* A frequent Institute visitor.

THE CALL OF THE SEA

I rise each morn at the crack of dawn,
I hoe my garden and mow my lawn,
I read my mail whatever it be,
My mind is on what I'm doing, but
my soul is with the sea.

I go to the movies, concerts and shows
I plow thru rain, hail and snows,
I'm planted as firm as any oak tree,
My mind is on what I'm doing, but
my soul is with the sea.

Some day I know those shackles will
snap,

And I shall crawl all over the map,
'Tis then I know I shall be free—
To put my mind on what I'm doing
with my soul at sea.

By Ronald Scott,
Ex-Steward, Merchant Marine

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JOHN MASEFIELD

Director

REV. HAROLD H. KELLEY, D.D.

*Serving in the Armed Forces.

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."