

# THE LOOKOUT



Merry Christmas to Lookout Readers

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXX NO. 12

DECEMBER, 1939

THIS MONTH'S COVER BY MARIE HIGGINSON shows six models of sailing ships wearing the traditional Christmas trees on their masts.

*The*  
**LOOKOUT**

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#### LEGACIES TO THE INSTITUTE

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

I give and bequeath to "Seamen's Church Institute of New York," 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. XXX

December, 1939

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## Christmas Afloat and Ashore

THINGS happen so fast in the shipping world these days that THE LOOKOUT ought to be a daily publication instead of a monthly, in order to keep readers up to date on the latest effects of the war on New York's waterfront. It would be unwise to prophesy as to what will happen next at sea, but as we go to press, the sinking of the Netherland liner "Simon Bolivar", the Swedish vessel "B. O. Borjesson" and the British steamer "Blackhill" brings to a total of one hundred-fifty merchantmen to have gone down — by mine or torpedo—in the first twelve weeks of the war. This represents over 600,000 tons, and a hundred-fifty is a good many ships. How many lives have gone with them it would probably be impossible to compute. So it is a war at sea, and to the usual hazards of the sea seamen must add the dangers of capture, torpedoing, and mines. It is a real war for the seamen who carry on the world's commerce, not knowing at what moment a mine may blow their fireroom into flames, or when the low conning tower looms suddenly on the gray horizon and a curt command means taking to the boats and taking their chances with wind and wave.

The thoughts of seafarers on the high seas are turning to home and hearthside, as Christmas Day approaches. One sailor writing to Mrs. Roper from a foreign port, says: "I shall be somewhere in the North Atlantic dodging submarines on December 25th. Last Christmas I enjoyed a turkey dinner at the Institute — what a contrast!" Another seaman, just a lad, thanking Mrs.

Roper for the woolen sweater and socks she had just given him, said: "Yes, I'm shipping out, today, and whether I reach Liverpool in time to spend Christmas with my mother and father is— well—in the lap of the gods. S'long!"

Here at the Institute there will be many hundreds of seafarers, mostly American citizens, temporarily beached, their ships tied up or flying other than American flags. At Hoffman Island, and at the other splendidly equipped Maritime Commission training schools, seafarers will be taking a three months training course to make them better seamen when American ships can sail the seas again. The WPA is providing temporary employment for crews of ships withdrawn from service because of the Neutrality Act.

The Institute stands ready to meet the emergency, offering the Government assistance in housing these seamen, and in providing recreation and vocational help. Also, we are continuing our service to the many seamen in the crews of neutral ships which still sail in the transatlantic routes; and to the crews of coastwise and harbor vessels, to tankers, freighters and barges, and finally, to the crews of torpedoed vessels. At this time each year there is an influx of seamen from the Great Lakes, looking for jobs on the New York waterfront for the Winter.

It looks like a big job — but with the help of our loyal friends we face the challenge, confident that it is not too big — and we want to keep the doors of 25 South Street open wide, welcoming seafarers of all nationalities and all creeds.

## Keeping Our Ships at Sea

From every point of view the entrance of the liner President Roosevelt into the regular New York-Bermuda service is welcome news. This employment of an American-flag ship is as sound as the proposed transfer of other ships to the Panama flag was dubious.

The first point to be noted is that the service involves no necessity for changing the personnel of the ship. One chief objection to the foreign-flag plan was that it involved the wholesale discharge of American officers, seamen and stewards. Shore organization could have been maintained intact, to be sure, and that was something. But the seagoing personnel of a merchant marine is so slow to build and of such vital importance to the national defense that a dispersion of this ruthless character would constitute a tragedy to the nation as well as to the unlucky crews involved.

The second is, of course, that the ship remains under the American flag, where she is ready for instant service in the national defense. Whatever subterfuge for recall was conceived for the case of transfer to an alien registry, there was none that could be relied

upon and none that did not violate at least the spirit of the law.

We hope that the Bermuda example will be pursued with every energy by the Administration. There is a particular appropriateness, of course, in the use of an American liner in this regular service to St. George's and Hamilton. Americans are devoted visitors to Bermuda, and, war or no war—perhaps especially with Europe cut off—there is certain to be no interruption of traffic to this unique and delightful island. But there are other routes which, as the submarine threat continues, are likely to become open to American shipping if properly supported at Washington.

What we would insist upon is the urgent importance of preserving these ships and their personnel as active seagoing units available to the nation in case of need. Such service cannot be improvised. The nation would be dull indeed if, in a world at war, it permitted these vital aids to defense to rust at their docks and their crews to scatter to the four winds.

—New York Herald Tribune,  
Sunday, Nov. 19, 1939

### Note: Lookout Subscribers

Why not send THE LOOKOUT as a Christmas gift? An attractive marine Christmas card will be mailed, along with the initial gift copy, in time to reach your friends on Christmas Eve. As a special gift to YOU, when you send in a dollar subscription, the Institute will mail you a photographic reproduction of the square-rigger "Joseph Conrad", mounted on heavy white stock, size 8½ by 11 inches, suitable for framing.

### A Reminder—Before December 31st

The United States Government encourages contributions to charitable, scientific, educational and philanthropic institutions by exempting from Federal income taxation 15% of net income if given to the aforementioned institutions. Before 1939 draws to a close, send in your contributions to the Seamen's Church Institute of New York, 25 South Street. Such contributions are, of course, tax-exempt.

## Book Review

### FROM CRATE TO CLIPPER

By William Stephen Grooch  
Longman's Green & Co. \$2.00

This is the life and adventures of a great pioneer pilot, Eddie Musick. It is also a saga of the U. S. Air Mail Service to the other continents and Trans-oceanic Air-Mail Service. It is written in an authentic manner by another great pilot. This reviewer knew and worked with Ed Musick and Bill Grooch at the Aeromarine Plane and Motor Corporation in New Jersey. The book tells of his progress from clumsy crates to the big transatlantic clippers, spanning the world's cities. In 1935, Captain Musick was given the Harmon Trophy. He flew the giant Sikorsky S40 on a new route to Columbia and was the first to tour by air much of South America. On January 9, 1938, his last trip in the Samoan Clipper, he crashed in the seas off Pago Pago. His biographer reveals him to have been a courageous and modest man, a true American pioneer.

HUBERT HUNTINGTON,  
Avigation Instructor, Merchant  
Marine School, Seamen's Church  
Institute of New York.

## More Cat Tales

WE believe that LOOKOUT readers will be interested in the career of *Coffee Time*, a ship's mascot for the Grace Lines. *Coffee Time* has several brothers and sisters: Full Time, Part Time, and Time and a Half. They are all kittens of Overtime. For some years *Coffee Time* has been a regular traveler on Grace Line ships, changing her allegiance from ship to ship quite shamelessly. Originally she belonged to the *Santa Elena* but according to Robert Wiider of THE SUN, who got the story from Julia Hogan, one of the pretty waitresses aboard the *Elena*, *Coffee Time* went ashore at Cristobal and jumped ship. A few days later the *Santa Maria* anchored at Cristobal and there was that seagoing cat, waiting on the dock. She immediately recognized the *Maria* as one of the ships of the Line and so walked aboard and promptly went to sleep on a divan. When the *Maria* arrived in New York there was a fine argument going on among the waitresses and crew of the *Elena*



"Coffee Time"—Courtesy, Grace Line.

and *Maria*, each claiming that *Coffee Time* belonged to them. One faction was for keeping the cat and letting the ship go hang. Others thought that the only fair way to settle the problem was to put the cat between the two ships and let her take her choice. This seemed equitable enough until someone remembered that one vessel docked at Rector Street and the other at Fourteenth Street, and that's a long swim for even such a smart cat as *Coffee Time*. As we go to press, no solution of the problem has been reached.

From R. C., another cat lover, we give you the following reminiscences of Anne, a ship's cat with a personality: "Black as the ace of spades was she, and with a disposition shot full of fight and sheer cussedness. Her mother I had known for several years on Pier 42, North River. I acquired Anne at the tender age of

(Continued on Page 12)



S.S. CITY OF NORFOLK — These cats and dogs are too young to know they're natural enemies, so there is peace so far among the ship's pets, shown here with Quartermasters John Westley and Harry Wyr. The fat white pup is only two weeks old and evidently hasn't got his sea legs. The kittens were presented to the ship by a restaurant in San Pedro. —Courtesy, United States Lines

# The First Steamship to Cross the Atlantic



Sail Versus Steam.  
—Courtesy, Paramount Pictures.

PARAMOUNT'S new picture "Ruler of the Seas", directed by Frank Lloyd, has received wide acclaim by critics and audiences for its dramatic portrayal of the rivalry between sail and steam. Not long ago we sat in on a discussion with a group of seamen and officers in the Institute and listened to that old maritime controversy being aired as to which was the first steamship to cross the Atlantic. Although Maritime Day (May 22nd) commemorates the voyage of the steamship *Savannah* across the Atlantic, we learned that the steamships *Great Western*, *Royal William* and *Sirius* were also mentioned as deserving the distinction of having been "the first steamship to cross the Atlantic".

This subject has been revived from time to time, there being much difference of opinion as to the *Savannah's* claim to priority. The point seems to be: which vessel crossed the Atlantic *all the way* under steam? Those who contend that the *Sirius* holds this distinction, explain that the *Savannah* had to use

sail a part of the way when the shaft broke down, whereas the *Sirius* in 1838 steamed the entire way under power, burning 450 tons of coal on the trip. (It is the historic voyage of the *Sirius* which has been so effectively dramatized in Paramount's new picture.) The *Great Western* arrived in New York harbor "at about the same time" as the *Sirius*, according to contemporary reports, having also travelled all the way from England under steam. Great was the excitement in New York when the two steamers arrived in a dense black cloud of smoke.

Nevertheless, no one would want to take credit away from Captain Moses Rogers, skipper of the Steamship *Savannah*. She left for Liverpool on May 22nd, 1819, but her departure was delayed by the "accidental death of seaman John Weston who coming on board from the shore fell off the plank and was drowned." A further delay was caused by the desire not to start the voyage on Friday. Finally, on Monday, May 24th, Captain Rogers recorded in his log: "Got under way off Tybee lighthouse (Georgia) and put to sea with steam and sails at 6 A.M." On June 17th the *Savannah* was seen from the semaphore station at Cape Clear, Ireland, and reported as a ship on fire. A small cutter was sent out to aid the ship "in distress" but could not catch up with the steamer. The next day's entry in the ship's log was: "No coal to get up steam." The ship had to get a new supply of coal at Kinsale, and finally steamed to Liverpool. The voyage had taken 29 days and 11 hours from Savannah. Captain Rogers' brother, Steven, had been sailing master during the periods when it was necessary to use sails. Moses Rogers stated that the steam



George Bancroft and Douglas Fairbanks, Jr.  
in "Ruler of the Seas".  
—Courtesy, Paramount Pictures.

was used 18½ days. On the return trip from Norway (whence Rogers went to interest the King of Sweden to purchase the vessel) she took 40 days to sail back to Savannah, and used her engine only as she entered the mouth of the Savannah River, "because of the high cost of coal abroad."

The last chapter in the history of the *Savannah* is a sad one. The U. S. Government decided not to purchase her. One Washington newspaper commented: "her engine does not detract from her sailing qualities." It was true that sailing ships made shorter transatlantic crossings. In 1820 the *Savannah* ran into bad luck—a severe damage by fire and an epidemic of yellow fever. She finally was sold. Captain Rogers spent his days as captain of a river steamer. The Allaire Works of New York bought the engine for \$1,600 and the ship became a coastwise sailing ship; she foundered off Moriches, Long Island in November, 1821.

Adherents of the belief that the *Royal William* made the first transatlantic crossing claim that she left

Pictou, Nova Scotia, on August 18, 1833, and reached Gravesend in 25 days. Her captain, John McDougall, pointed out that "she is justly entitled to be considered the first steamer that crosses the Atlantic by steam, while the *Savannah*, an American steamship which crossed in 1822 to Liverpool, sailed the most part of the way." According to David Budlong Tyler, an historian

who has recently completed a book "Steam Conquers the Atlantic" (D. Appleton-Century Company) Captain McDougall failed to mention that in his log he stated that the *Royal William* "was detained about every four days." This meant that the fires had to be put out for 24 hours while the boilers were cleaned of salt deposits. But the ship ploughed ahead under canvas during these periods.

So this leads us to the race between the *Sirius* and the *Great Western*. History records that the *Sirius* won the race by about 12 hours, but the *Great Western* made the faster crossing. She took 15 days from Bristol while the *Sirius* took 18 days from Cork to New York.



# A Christmas Welcome to Thousands of Seafarers at "25 South Street"



The Friendly Doorway

Wintry Winds Outside; Friendship and Warmth Inside.

—Photo by Leroy Gates.

THE Institute wishes to serve nearly 1,500 dinners on Christmas to merchant seamen of every race and creed. They will be temporarily ashore and out of jobs and funds, owing to unsettled shipping conditions due to the war. It also hopes to obtain sufficient funds to fill 1,500 ditty bags for sick and convalescent seamen in the marine hospitals on Staten and Ellis Islands.

A ditty bag contains, in addition to a cheery holiday card, black and white thread, two pairs of cotton socks, needles, safety pins, tooth brush and paste, shaving cream, razor and blades, shoestrings, handkerchief, comb, adhesive tape and gauze bandaging — the total cost of filling one bag, if the items are purchased at retail is \$1.50. The Institute can purchase the items wholesale, in quantity, for \$1.09. Multiply this by the 1,500 bags needed and the total cost is \$1,635.

Will readers of THE LOOKOUT send contributions, making checks payable to the Seamen's Church Institute of New York City, and mailing to 25 South Street, New York City, marked HOLIDAY FUND.



Comfort Bags Being Filled for Christmas

—Photo by Marie Higginson.

A turkey dinner, with stuffing, cranberry, turnip, mashed potatoes, pumpkin or mince pie and coffee, and cigarettes, costs the Institute \$.75. Multiply this by 1,500, the cost is \$1,125. Add this to the \$1,635, and it will be seen that a total of \$2,760. is needed for Christmas.

If 276 people each contributed \$10.00 to the Institute's Holiday Fund, the problem would be happily solved. If 2,760 people each gave \$1.00 the problem would also be solved. If the money is not forthcoming, there will have to be a "blackout" of some of the friendly, welcoming lights in the Institute's windows. The last thing we want to do is to have to turn away seafarers on this time-honored holiday because of lack of funds.



The Bright Star in a Dark Sky—A Haven for Seafarers on Christmas Day.

—Brown Brothers Photo



# Conrad Library in a New Venture

## Series of Talks on Books and Authors

By Anne W. Conrow, Librarian

**D**URING the five years since the opening of the Conrad Library we have been struck by the keen interest in good books and outstanding authors expressed by many of the seamen. To stimulate this interest we have planned for this winter a series of BOOK TALKS. The first of these talks was held on Wednesday evening, November 15th and was a gratifying success. Mrs. Elizabeth Nichols of the New York Public Library started us off with a very delightful talk on some contemporary American writers of fiction. She discussed four types of fiction: the "regional novel" as exemplified by Zane Grey's popular "Westerns", the "sociological novel", with emphasis on Steinbeck's "The Grapes of Wrath", the "historical novel" such as those of Kenneth Roberts, and "tall-tales", those peculiarly American yarns of which Stephen Vincent Benet's "The Devil and Daniel Webster" is a good example. It was really a delight to watch the seamen's faces as she talked. They participated in some lively discussion and from their enthusiasm we are encouraged to go on with the program.

The next speaker, scheduled for December 7th, is Captain George Grant of the United Fruit Company who has very graciously consented to spare us an evening from his busy life to talk on his own books and about one which he is writing now. Understanding ships and the sea, Captain Grant writes with the authentic touch which seamen readers so often find lacking in the sea yarns of landlubbers.

On January 10th we plan to hear Mr. William McFee whose name is known to the entire reading public. He, too, writes from a first hand knowledge of the sea, having been for many years Chief Engineer with the United Fruit Company. In addition to his many books Mr. McFee has increased his public in recent years by a series of thought-provoking articles which appeared in the NEW YORK SUN.

For our February talk we are to draw from the rank of artists. Mr. Charles Robert Patterson, whose beautiful painting of the "Torrens" hangs over the Librarian's desk, will take as his subject "Down to the Sea in Books". This promises to be an entertaining voyage!

We hope to have one talk at least on the books which deal with the political situation in Europe — all of which are much in demand. Which brings us to our present greatest need. The new edition of "Jane's Fighting Ships", the best known annual survey of naval ships, has recently been issued. Ralph W. Barnes of the NEW YORK HERALD TRIBUNE says of this "Always an absorbing study for persons interested in naval Affairs, 'Jane's Fighting Ships' for 1939 is literally exciting." Last year some generous friends of the Conrad Library presented us with the 1938 edition. It has been one of the most used books in the library, particularly since the war's outbreak. May we hope that some LOOKOUT reader will make possible the purchase of this new edition? We can buy it at \$17.50.

## Thanksgiving Day

**A** BRISK, sunny day greeted the eager merchant seamen who celebrated Thanksgiving on New York's waterfront by eating heartily of a bountiful turkey dinner at the Seamen's Church Institute of New York. There was a genuine spirit of thankfulness, in spite of the prospects of a hard winter. Many seafarers felt that if America can keep out of war, even at the expense of the merchant marine it was worth the sacrifice. Others were willing to sail "in any ship anywhere", and take the risk, rather than be unemployed. But they were a most appreciative group of men, and spoke enthusiastically of the delicious dinner, the inspiring Chapel

service, the fine music provided by the WPA Federal Music Project concert band, the amusing moving picture "Honeymoon in Bali", shown in the Auditorium, and the smokes and cigarettes given out after the dinner by Mrs. Roper, Mrs. Kelley and other women who had volunteered their services. All this hospitality (1,148 meals were served) was made possible by the generous gifts of friends who support the HOLIDAY FUND. So, although many seamen were far from home, they were not lonely or forgotten on Thanksgiving Day, for thoughtful landsfolk had remembered to share the holiday with them.

## Captain Felix Riesenberq

**T**HE recent death of Captain Felix Riesenberq takes from the waterfront one of the most colorful figures in the shipping world. He was a good friend to many seamen and was always actively interested in the Seamen's Church Institute of New York. In our Conrad Library almost all of his books, autographed by him, are frequently in use. His career on the sea dated back to 1896, when he served before the mast. In 1906, he was a member of the Wellman polar expedition and later he was the navigator of the airship, America, when the first attempt was made to reach the North Pole by air. During the World War he was a lieutenant-commander in the U. S. Naval Reserve and commanded the New York State schoolship "Newport."

His first book, "Under Sail" is still widely read and his "Standard Seamanship for the Merchant Service" is a recognized textbook. This was followed by many novels, which have been reviewed in THE LOOKOUT. His last book, "Cape Horn"

was reviewed last month. Captain Riesenberq was a great lover of sail and believed that training in sailing ships was entirely practical, and it was largely because of his advice that the U. S. Maritime Commission acquired the square-rigged ship "Joseph Conrad" for just such training.

He is the second well-known sea captain to die this month, the other being Captain A. E. Gover, who had commanded many square-rigged ships. A fitting epitaph for both Captain Gover and Captain Riesenberq was penned by another deep-water sailor, Captain Arthur Irvine; "Eight bells! A shipmaster passes on. One of our breed has slipped his moorings. Down off Cape Horn the great albatross will fly a little lower in memory of his name. Back the main yard! Stand by! Ease away! A shipmate loved and respected by all has crossed the bar." Captain Riesenberq's ashes will be scattered at sea by former shipmates of his who trained with him on the old schoolship "St. Mary".

# A Radio Interview

EDITOR'S NOTE: On October 7th Mrs. Isabel Manning Hewson, news commentator on the Sheffield Farms Company program over Station WEAJ, National Broadcasting Company, interviewed the Superintendent of the Seamen's Church Institute of New York, the Rev. Harold H. Kelley. Following are excerpts from this radio interview.

MRS. HEWSON

ONE misty, foggy day last week, I went down to the waterfront to the heart of New York to a spot where over a hundred years ago the first sailor who sought refuge in this harbor found shelter.—Today, 104 years later—every hungry, cold seaman who knocks at this door is taken in—and three weeks ago men who came from ships bombed in the present world war were clothed and fed there.

I went to a great square building that flies a signal all seafarers recognize—three flags which spell QKF in the international code. The way these flags are arranged together spell one word—welcome—welcome to any seaman from any port on earth.

Twenty-five South Street is the address of this building. It's the Seamen's Church Institute—the largest institution for merchant seamen in the world. I went there to see the Reverend Harold H. Kelley, the superintendent and to talk to some of the crew of the torpedoed British freighter *Kafiristan*—and because I think that you'll be as interested as I was in hearing about what happens to these crews—and who takes care of them. I've asked the man who has charge of it all to come here today to tell you—Rev. Harold H. Kelley of the Seamen's Church Institute, whom it is now my pleasure to present.

MR. KELLEY

Thank you Mrs. Hewson—Yes I can tell your audience about the

crew of the *Kafiristan* and about a lot of other crews too, because taking care of them is one of our jobs.

You saw the "sloppe" chest the other day where the seamen are outfitted with clothes.

MRS. HEWSON

Yes I certainly did—it had everything in the world in it—almost. I never saw so many hats and shoes and coats—and razors. Why you must buy razors like I buy paper clips. And the name "sloppe chest". Well—when I was first asked if I'd like to see it, I didn't know just what I was getting into.

MR. KELLEY

You know what the name means, of course?

MRS. HEWSON

Oh, yes, now I do—it means pantaloons!

MR. KELLEY

That's right.—Sloppe is a good medieval English word which originally meant pantaloons—and the nautical expression "sloppe" chest means a place where clothing is kept.

MRS. HEWSON

Did you outfit the British crews rescued from the *Kafiristan* from the sloppe chest?

MR. KELLEY

Oh yes . . . with underwear and things like that but the British Consul gave every man shoes and a new suit of clothes. Don't you remember the 2nd mate of the *Kafiristan*, John Puncheon, in his new suit? He had just selected it the day you came down, and was wearing it.

MRS. HEWSON

I'll never forget it . . . I should think you'd have been afraid that some of the Irish cops in town would have taken it from him. It was such a lovely green.

MR. KELLEY

Well we were a bit discouraged when he showed up in it the day we took the crew from the *Kafiristan* out to see the World's Fair.

MRS. HEWSON

How did they like it?

MR. KELLEY

We couldn't get them away. They insisted on seeing everything—and we couldn't keep that gang together—so we let them go their own way and they straggled back to us—one by one.—Your friend John Puncheon was walking 'round out there for nine hours—and the next day he couldn't walk at all.

MRS. HEWSON

The next day was the day I saw him. He told me—he didn't feel much like going 'round anywhere.

MR. KELLEY

Did he talk to you?—we couldn't get very much out of him.

MRS. HEWSON

Well I didn't have such an easy time either—but I kidded along with him for a while and he got interested in what we were talking about—and before he knew it he opened up. And do you know, Mr. Kelley, he was one of the most interesting men I've ever met in my whole life. Why that man was bombed twice. . .

MR. KELLEY

Really? Look here now—you're turning the tables on me. I came here to tell you about the crew of the bombed *Kafiristan* and you're doubling up on me.

MRS. HEWSON

Seriously, though, Mr. Kelley, John Puncheon was bombed twice. It's quite a story.

MR. KELLEY

Well, tell me about it.

MRS. HEWSON

You know, Mr. Kelley, I call that wiry, bony, little Englishman, with those steady, blue eyes—the man

who came back. You see—back in 1916, during the World War, as John Puncheon told it to me, he was a lad of 22—a seaman aboard the British cargo vessel *Springwell*. She was torpedoed in the Mediterranean by a German submarine. Puncheon took to the life boats with the rest of the crew and was saved.

Then three weeks ago tomorrow—23 years later—John Puncheon was aboard the *Kafiristan*. He was second mate. He told me he was lying on his bunk, just "dozin'-off", (as he expressed it) when he heard the crack of a gun. He collected a life belt and rushed on deck to look once more on a German submarine—"you know what I thought", he said, "war—war again."

Of course, we all know that John Puncheon escaped in a life boat and was brought back to New York on the steamship *American Farmer*.

I asked him if he was able to collect any of his belongings before he got into the life boat.

"No ma'am", he said—"only what I stood in—and this"—drawing from his pocket a weather beaten little case. "Pictures—my babies and my wife." He handed it to me.

"Where are they now?" I asked him.

"In England", he answered, "my oldest boy has been evacuated—the other two children are still with their mother." "Do they know you're alright?" "Oh yes the company told them", he answered.

"What do you think about going back?"—I said, "are you afraid?"

"What's there to fear" snapped John Puncheon—and he snapped it—and I got a kick out of the way he snapped it. Then he went on—"I was four years in the last war and only torpedoed once, why should I worry now—It's all luck—and luck rides with me." (And you know, Mr. Kelley, when I went down to see you again yesterday and you told me that John Puncheon

## A Radio Interview

had gone back—back to face the menace of another torpedo, I couldn't help thinking of that wiry little Britisher's words—"luck rides with me").

MR. KELLEY

That's quite a story, Mrs. Hewson.

MRS. HEWSON

I thought so—but everybody's got a story—just think of the stories behind the men that go in and out of your building every day—from every nation—it's a wonderful work you're doing, Mr. Kelley, helping all those men and I appreciate very much your coming here today.

MR. KELLEY

I enjoyed coming here and I'd like to say to your radio audience before I leave that if any of you have any sweaters or coats or suits that your husband or father or brother can't use—we'd appreciate a lot your sending them to us. They'll come in mighty handy for those sailormen that land here and need them, and you'll be helping us to help them.

MRS. HEWSON

That's a grand idea, Mr. Kelley, and I hope a lot of people are going to send you things.



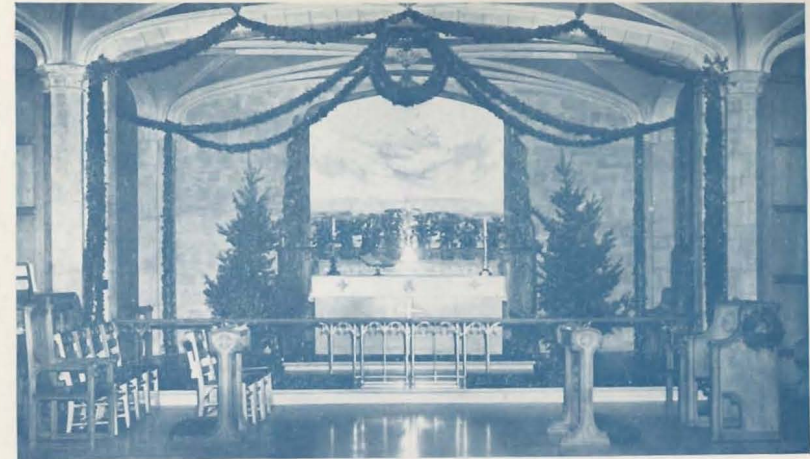
A Sailor Receives a Sweater for a Christmas Gift.

## More Cat Tales

(Continued from Page 3)

four weeks and took her to sea with me. Cats never get seasick, as dogs do, and she stayed with me several voyages. When my ship was laid up, I found her a home ashore. And when I went to sea again on another liner, I certainly missed Anne, for she bestowed on me an affection, no matter how small, that a sailorman craves. Yes, funny little black beggar that she was, she was always glad to see me when I came to my cabin after a watch. I used to try to keep her on the cabin floor at night, yet after a week of defeat, I gave up trying. For she preferred to curl up on the bunk beside me where it was warm and I just had to let her. My bunk was at least three feet from the cabin floor. A chest of drawers underneath caused a flush side. Yet I forgot that the drawers afforded crevices into which a little claw might be slipped. And that was how Anne defeated me. For she would stand on her wobbly hind legs — get a claw into a crevice — pull herself up onto the drawer handles and before she should fall, would reach over and claw into the covering of the settee, swing over, pull herself up and jump from the settee into the bunk. How at the age of five weeks she had figured it all out, I don't know. Later I came to love a kitten called Tikey. She was as clever as Anne but she lacked Anne's devilish disposition (if she couldn't have her own way, well, she fought) and Anne's passing across my horizon is etched as clearly as a cameo."

The Institute's Cat of the Moment is nameless but is the particular pet of the hotel desk staff. They fear the cat will get sea-fever and will ship out. But the usual winter tie-up in shipping, in addition to the uncertainty because of the war, may be factors which will make the cat settle down at 25 South Street for the duration of the winter.



The Institute's Chapel Decorated for Christmas

## SUMMARY OF SERVICES TO MERCHANT SEAMEN BY THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK FROM JANUARY 1 TO NOVEMBER 1, 1939

229,708	Lodgings (including relief beds)
77,941	Pieces of Baggage handled.
564,580	Sales at Luncheonette and Restaurant.
174,998	Sales at News Stand.
20,806	Patronized Barber, Tailor and Laundry.
11,699	Attended <b>530</b> Religious Services at Institute, U. S. Marine Hospital and Hoffman Island.
11,724	Cadets and Seamen attended <b>949</b> Lectures in Merchant Marine School; <b>1,595</b> students enrolled.
37,004	Social Service Interviews.
8,798	Relief Loans.
4,252	Individual Seamen received Relief.
56,234	Magazines distributed.
3,931	Pieces of clothing and <b>407</b> knitted articles distributed.
2,040	Treated in Dental, Eye, Ear-Nose-Throat and Medical Clinics.
67,493	Attended <b>153</b> entertainments, moving pictures, athletic activities, concerts and lectures.
3,408	Attendance in Apprentices' Room.
218	Missing Seamen found.
1,007	Jobs secured for Seamen.
\$272,879.	Deposited by <b>4,182</b> Seamen for Safe-keeping.
18,655	Attendance in Conrad Library; <b>2,163</b> books distributed.
10,507	Telephone Contacts with Seamen.
1,669	Visits to Ships by Institute representatives.



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