

The LOOKOUT



Photo by Leander D. Miller

WINTER COMES TO THE WATERFRONT: NO BLACK-OUT FOR THE FRIENDLY LIGHTS AT "25 SOUTH STREET."

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

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JANUARY, 1942

Sanctuary

O Divine Wayfarer, Whose first shelter was a stable, whose first journey was a flight for life, and Who traveling oft hadst not where to lay Thy head: Be to those who carry Thy message, and especially to those who go down to the sea in ships, a sure Guide and unfailing rest. Clothe them in the garment of charity which is strange to no man, and teach them the language of sympathy which is understood by all, that, whilst strangers in every land, they may yet be welcomed as citizens of the soul of man and as brothers of the human heart, for Thy Kingdom's sake. Amen.

(The Maryknoll Fathers, adapted)

The LOOKOUT

VOL. XXXIII, JANUARY, 1942

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by the

SEAMEN'S CHURCH
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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

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

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. XXXIII

January, 1942

No. 1

Charting A New Year Course

"Full speed ahead" is essential for the Institute in these busy days on the waterfront. As the entrance of the United States into the war multiplies the duties and responsibilities of all American citizens, so likewise it increases the importance of organizations like the SEAMEN'S CHURCH INSTITUTE OF NEW YORK.

"Carrying on" in a world where casualty lists, blackouts and bombings have become a stark reality, we are rendering vital service on the home front. The Institute's personnel is a part of the war effort, but fighting with different weapons—helping to maintain the health, welfare and morale of merchant seamen of our own country and of our Allies. It is a big job, and we are earnestly counting on the loyal and generous support of our friends to help us continue with our facilities and services.

In a war-torn world the Institute's Cross and Titanic Tower must continue to send out gleams of hope to seafarers, symbolizing friendship and humanity and freedom. These beacons signal to the seafarer that landsmen appreciate and recognize his services and his important contribution to commerce and to victory for the right.

Whatever the trials ahead our "years shall not fail", and the Institute pledges its all to our country's civil and military activities and its continued devotion to the well-being of merchant seamen.

For the ways and means toward this we are counting on the continued, and if possible increased, contributions of our loyal friends.

This will make 1942 both happy and blessed for all of us.

Harold H. Kelley

Director

Blood for National Defense



Seaman Pat Rooney, Blood Donor.

Photo by Marie Higginson

THE American Red Cross "blood bank" was enriched recently by 35 pints of blood from merchant seamen and employees at the Seamen's Church Institute of New York. Veterans and youngsters of all nationalities stood in line and each contributed his pint toward the 200,000 units of dried-blood plasma which the Red Cross is collecting for the Navy. A mobile unit from Red Cross headquarters was sent to the Institute's Clinic where the blood was given. The blood is pooled and dehydrated and a dried or powdered product remains, which is put up in vacuum sealed bottles, to last at least five years.

Among the seamen who volunteered from the British Merchant Navy Club on the second floor of the Institute were three firemen, two Army gunners assigned to merchant vessels, one A.B. Several Dutch seamen from the Netherlands Room gave their blood and Dr. Harold H. Kelley, the Institute's Director, also.

Typical comments by the donors were:

Samuel Kendrick, 20 years at sea, "I figure it is better to give my

blood here than spill it on the deck in fist fights."

Theodore Sill, Jr. 21: "This is like saving for a rainy day."

Leonard Linblad, excursion boat sailor: "I got plenty. I'll never miss this pint. And this is a mighty nice lunch we get for our trouble." (Donors got sandwiches and coffee to rebuild their strength.)

Charles Green, seaman, "I feel fine. Glad to do it. The sea's in my blood, so I can give a little to our Navy."

Pat Rooney, Able-Bodied seaman and now employed at the Institute, "Same here. It's O.K. by me."

The value of having blood plasma in readiness for emergencies was dramatically demonstrated when the U.S.S. *Kearny* was torpedoed on October 17th, southwest of Iceland. Eleven men of the crew were killed and ten were seriously injured. A call for blood plasma was radioed, and a plane was sent out from Reykjavik, Iceland with the precious plasma and Dr. R. W. Rommel. However, the water was too rough for the plane to come alongside the *Kearny* so that the plasma was dropped by parachute and picked up

by a small boat. Chief Bosun Leonard Frontakowski, the most severely injured man, was given three "transfusions" and the others were given one.

The advantage of the plasma is that it may be administered instantly without the delay of matching blood "types" as was necessary in the last war. The American Red Cross reports that since America entered the war the number of blood donors has increased tremendously.

The Seamen's Church Institute of New York received the following letter from the New York Chapter of the American Red Cross:

Dear Dr. Kelley:

On behalf of the New York Chapter and the members of the Mobile Blood Plasma Unit, I would like to express to you and your staff our very great appreciation of the cooperation and courtesy extended to our Mobile Unit on their visit to the Seamen's Church Institute on November 26. The trip was a very great success from every standpoint and the consideration and assistance given to our personnel makes everyone look forward with great pleasure to another visit.

It is stimulating to us to receive such fine support from our neighbors in this most worthwhile and interesting work.

Cordially,

(Signed) EARLE BOOTHE

Director, Blood Donor Service

"Ville de Liege" Survivors *

By Homer Strickler

This is the story of four men, although perhaps it might better be described as the story of fifty-two men, for in the beginning there were fifty-two, drifting in open boats in the chill and turbulent latitudes between Iceland and Greenland. Twelve survived.

But these four of the original fifty-two are bringing to a close the story which opened with the blast of a torpedo in the bowels of their ship, and when it is closed at last, their story will have spanned the hectic time between Easter and Christmas in this year, 1941.

The four of whom this is written—an apple-cheeked English cook, a scholarly looking Danish electrician, a rugged Canadian farm boy and a handsome, dark-complexioned American oiler—are in the eighth floor ward at the French Hospital, 324 West 30th Street, awaiting the artificial legs which will enable them to walk again after eight months in hospital beds in Reykjavik, Halifax and New York.

Among the four there is but one leg. Seven were amputated in Iceland to stem gangrene which set in during thirteen days of cold, exposure and salt water in their open boat. The men are taken periodically to Newark for fitting of the artificial legs, and doctors say the men will be up and around for Christmas.

Alexander Novarro, 23 years old, the American oiler, whose home is at 2443 Cambrelong Avenue, the Bronx; Frank Crowhurst, 29, the Canadian farm boy, and Ernest Elfred, 45, the English cook, lost both legs. Erik Hillers, 27, the Danish electrician, lost his right leg.

Torpedoed on Easter

It was about 11 P. M. on Easter Sun-

*Reprinted from New York "Sun", Tuesday, December 2, 1941

day that the Belgian ship *Ville de Liege*, formerly an American ship, the American Farmer, was struck by a torpedo while sailing eastward without convoy. All hands took to the boats, and a second torpedo from the invisible submarine sent the ship to the bottom. The four life-boats were left adrift on the sea and by daybreak wind and currents had scattered them out of sight of one another.

There were eleven men in the boat in which Hillers, Crowhurst, Elfred and Novarro found themselves. Among them was Capt. Karl Petersen, Fourth Officer Alfred Meldreth (he survived only to die a hero aboard the American freighter Pink Star near Iceland a few weeks ago) and a 74-year-old seaman who had been brought back to the ship in New York with a severe gash in his head after a night ashore just before the ship sailed.

Capt. Petersen delegated Meldreth custodian of the barrel and two tanks of water, a can of tomato juice, a can of corned beef and a drum of biscuits. Meldreth decreed that each man was to get only two ounces of water three times a day. It was doled out in an aspirin bottle.

"We still had the corned beef when we were picked up by a British man-of-war thirteen days later," Hillers recalled. "After five days we stopped eating. Our mouths were too dry. We couldn't down our food. All we wanted was water, but we didn't know how long we would be adrift and Meldreth wouldn't allow us any more water than the rations he had set."

Weather Always Stormy

The weather was stormy and the sea was rough. It stormed eight of the thir-

teen days. They saw the sun on only one day. The rest of the time they huddled under the canvas they had rigged as a tent over the boat. Sometimes they caught rain in the canvas and replenished their water supply. Twice the boat capsized and would have gone down had it not been equipped with airtight compartments.

Each time the boat was filled to the gunwhales and the waves swept over them unhampered. Hour after hour they bailed out the water . . . with their hands . . . their hats . . . biscuit tins . . . anything that would hold water.

Their 74-year-old companion, his head still swathed in bandages, began failing. They tried to make him as comfortable as possible in the little radio hut, just big enough to hold one man, in the stern of the boat, but there was no escaping the water and the chilling air. He died shortly after the warship came to the rescue.

Minds Wander to Home

In the rolling, pitching boat on the turbulent, gray wastes of the North Atlantic the men's minds irresistibly returned to the comforts of home and they talked of life ashore. Crowhurst, the farm boy, on his first voyage, harked back to the life on the sunlit fields of Ontario. He recalled nights of study over the lessons in wireless operation taken from a correspondence school. He left the farm at the outbreak of the war and went to radio school in Ontario. The school placed him aboard the Ville de Liege as soon as he completed the course. His first voyage lasted just eight days. Then disaster and thirteen days adrift.

"It was like a nightmare," he says. "It still is for that matter. It doesn't seem real."

The cheerful little Englishman, Elfred, became delirious and babbled about his London bake shop. He said he had to get back. He had some tarts baking. He talked as though the shop was just around the corner, and several times his companions had to restrain him from jumping out of the boat.

Meanwhile, the salt water and cold was taking its toll. Only five of the eleven men had sea boots and the legs and feet of the others were swelling up. The oilskins and woolen socks they found stowed away in the boat were little protection. Every one was wet to the skin constantly.

Ship on Horizon

And then, on the thirteenth day, the captain, his haggard eyes scanning the horizon, sighted the rescue ship. The men tried to struggle to their feet to hail it. That wasn't necessary however, for the ship had already seen them first.

They were hoisted aboard the warship one by one, too weak to stand, their legs and feet swollen three times their normal size, the skin black and cracked.

The old man in the radio hut was still alive, but he died a few hours later. The others were rushed to Iceland.

Capt. Petersen's legs had also contracted gangrene during the watery nightmare and one of them had to be amputated in Iceland. He is at home now in New Jersey getting accustomed to his artificial leg.

Elfred, Crowhurst, Hillers and Navarro have been together ever since that Easter Sunday night, except for six weeks when Elfred, Crowhurst and Navarro were moved to Halifax while Hillers was kept at Iceland. The doctors were winning their battle to save one of his legs. He rejoined his companions in Halifax.

The other boats? The survivors heard that one was found with three men, two living and one dead. A second, they said, has never been found. And the third, they were told, was found bearing five dead men.

Editor's Note: Comfort bags containing sweaters, caps, shaving equipment, stationery, candy, cigarettes, etc. were sent as Christmas gifts to the four seamen survivors of the "Ville de Liege" from the Institute's Central Council of Associations.

The men also attended the Christmas Eve party in the British Merchant Navy Club at the Institute and were given a rousing cheer by fellow seamen.

Christmastide

CHRISTMAS was celebrated on New York's waterfront by various parties staged at the Seamen's Church Institute of New York, 25 South Street.

Observance of Christmas began on Friday, December 19th, with a recital of Christmas music on the auditorium organ by Mr. Elliott Brock, followed by carols and selections from Handel's Messiah by the Institute Quartet, directed by Miss Anne W. Conrow, and a moving picture "The Great Commandment", at 8 P.M. On Saturday evening, Mrs. L. C. Reis gave a dramatic reading of "The Other Wise Man", with selected Christmas hymns in the Chapel, and this was repeated at Hoffman Island on Sunday afternoon. On Sunday evening at 7:30 Christmas carols of many lands were sung by the Institute's mixed



Photo by Marie Higginson
American and British Seamen and Officers welcomed the stars of "Junior Miss" to the Institute's Booth.

quartet, with a short address by the Director, Dr. Kelley.

Miss Conrow directed the Institute Chapel Quartet in Christmas carols on Tuesday evening, at the U. S. Maritime Training Station on Hoffman Island, where Chaplain Leroy Lawson is in charge.

On Christmas morning at 11 o'clock the Holy Communion was celebrated, with a sermon by Dr. Kelley. A turkey dinner was served to 1,186 guests between the hours of 12 and 3 P. M. In the afternoon moving pictures were shown in the auditorium, including "Charley's Aunt" starring Jack Benny and James Ellison and in the evening "Sun Valley Serenade" with Sonja Henie and John Paine.

Sick and convalescent seamen in the hospitals were also remembered. Ditty bags containing cigarettes, shaving equipment, and other essentials were distributed to merchant seamen in the marine hospitals on Ellis Island and Staten Island and

special music was arranged.

Christmas festivities at the Institute were made possible by generous gifts of thoughtful friends to the Institute's HOLIDAY FUND.

The Netherlands, Belgian and British rooms in the Institute also had Christmas celebrations based on the customs of their own countries.

Patricia Peardon and Lenore Lonergan, youthful stars of Broadway's latest hit show "Junior Miss" did their Christmas shopping at the Institute's Ship Model Workshop on 42nd Street, in the New York City Information Center, opposite Grand Central Station. The young actresses purchased a number of miniature ships-in-bottles as stocking fillers for friends. The ships-in-bottles, made by American merchant seamen, are being sold for the joint benefit of the Seamen's Church Institute of New York and Bundles for Britain, to be used especially for shipwrecked and torpedoed crews.

The War at, Continues . . .

Convoys May Clash In Arctic Seas

Great naval activity in the Arctic oceans is certain during the coming months. The United States Maritime Commission has disclosed that plans for shipment of supplies to Russia include constant movement of vessels to and from the White Sea port of Archangel, provided that port can be kept open. King Frost is likely to be a much more serious element in the blockade of that port than German U-boats and surface raiders.

Man has never yet succeeded, so far as is known, in preventing ice from imposing a complete stoppage on all traffic to the White Sea for at least five months of the year. Passage has been kept clear for two extra months. Once, during the first World War, three Canadian icebreakers enabled traffic to continue through November and December, 1915. But by the middle of January, 1916, the icebreakers were beaten. It wasn't until the end of June that thirty Allied merchant ships, long on their way to the port, were released from the implacable, icy grip. That is the possibility again this winter, and it is one which the

Allied higher directorate has to bear in mind all the time.

In recent weeks, discloses the distinguished naval correspondent, H. C. Ferraby, there has been a certain amount of German sea-borne traffic around the North Cape from Norwegian harbors, carrying supplies to German armies in the Murmansk campaign. These move in convoy. British and American supplies are moving in much the same direction, also under convoy, and there is the interesting possibility of a clash.

A naval battle in which armed merchantmen, as well as regular warships, take part is quite a possibility that might develop from the situation in the Arctic. Few students of naval warfare a year or two ago would have forecast such an engagement as likely.

Battles between convoys were frequent in distant seas in the days of the sailing ships, but it seemed as though highly specialized warships of the present day had made the repetition of such a thing impossible. British and Allied navies will have a big task to supply escorts for these northern convoys, in addition to all the other work they have to do.

Bulletins from Britain.

*"I understand the large hearts of heroes,
The courage of present times and all times."*



ALWAYS a dangerous calling, the war has only heightened the hardships endured by the merchant seaman. Here today, gone tomorrow, he does his job efficiently, modestly, courageously, carrying food, guns, planes, and troops essential for Victory.

Ashore for a brief time, released from shipboard routine, he appreciates the comforts and conveniences and facilities provided at the SEAMEN'S CHURCH INSTITUTE OF NEW YORK, which YOUR contributions help to maintain. To carry on our program of recreation, relief and welfare work requires \$100,000. annually. A visit to the 13-story building at 25 South Street will convince you of the importance of the work being done.

Seamen have a job to do. They ask for no applause, no headlines. But we in the comfort and safety of our homes can help them carry on. Your contributions to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK help effectively to keep the MORALE OF THESE MEN HIGH. Please try to renew your annual gift *promptly* when it comes due (this saves postage in sending reminders) and send an EXTRA gift whenever you can.

Kindly send contributions to the

**SEAMEN'S CHURCH INSTITUTE OF NEW YORK
25 South Street, New York, N. Y.**

MEN OF THE SEAS: "Whom Fate can never surprise nor death dismay."—Walt Whitman.



Reuben James Dead Honored At Services on 'Old Ironsides'

BOSTON, Dec. 14 (AP).—On the rain-pelted quarterdeck of the United States frigate Constitution ("Old Ironsides"), the most famous warship in American history, the Navy held solemn memorial services today for the 100 hero dead of the destroyer Reuben James, first American craft lost in the conflict that now has engaged the United States.

Relatives of the men who lost their lives when the Reuben James was torpedoed while on convoy duty west of Iceland in October joined in prayer with officers and seamen of the Navy's fighting forces of the present day in the very place that once ran with the blood of fighters of another day.

While the wind strummed through the shrouds of the 143-year-old square rigger and drops of rain fell softly through openings in a wooden covering over the deck, tear-stained, tight-lipped faces were raised as flowers were dropped through a gun port onto the waters and a chaplain prayed.

"Let Thy benediction rest upon their graves. May the solemn surge of ocean, music they loved in life, be their never-ceasing requiem."

Bluejackets, with heads bowed, stood near thirty-two-pounders that once barked their challenges in the bloody conflict with the pirates of the Barbary Coast and in the war with Britain in 1812. A tow-headed boy among the relatives clenched one little fist, and with the other jammed his woolen cap into his eyes to hide his tears.

There was music of an organ, but the melancholy sounds of fog horns in the harbor, and the rat-tat-tat of riveters in the war-bristling navy yard were the only accompaniment as Rear Admiral W. T. Tarrant, commandant of the yard, briefly reviewed the tragedy of the Reuben James, and said:

"From their unselfish sacrifice, may we obtain renewed inspiration to 'dedicate ourselves to the unfinished task which they have thus far so nobly advanced.'"

Six women, led by Mrs. Haywood L. Edwards, of Newport, R. I., widow of the commander who went down with the James, tossed flowers on the ebbing tide, and even as they did, the sun broke through the thick clouds and bathed the wreaths.

Beyond the fact that the Navy was using its greatest historic treasure as the scene for its tribute to heroes in action, there was another link between "Old Ironsides" and the Reuben James.

The man for whom the latter vessel was named once served aboard the Constitution. And when, as Navy tradition has it, Boatswain's Mate Reuben James was fighting on another vessel, and saved his captain from the sweep of a Tripolitan pirate's scimitar in 1804, the guns of "Old Ironsides" were blasting away near by.

Navy men recalled these pages from the past today as they filed on to decks where many a defeated foe of American liberty knelt in surrender.

But they muttered a fervent "amen" when Captain Herbert Dumstre, Navy chaplain, intoned from the scriptures:

"God is our refuge and our strength . . . He maketh wars to cease unto the ends of the earth . . . He burneth the chariots in fire."

Just before taps rang out and echoed and re-echoed against the sturdy old sides, the chaplain prayed:

"Grant them, Almighty God, eternal rest . . . give us the strength to follow them when our country calls, with the same courage, the same spirit of self sacrifice, and with the same faith."

Some Jane*

When hostile navies come to grips,
The world's authorities on boats
Are prone to cite Jane's Fighting Ships*
As basis for comparing notes,
And I, who have the sort of brain
That striking phrases set awirl,
Can never help but picture Jane
As a brave and beautiful Navy Girl.
I know it's silly, and I'm a sap,
But Jane, in her jaunty yachting cap,
In a sailor suit with a middy blouse,
Is the only image the words arouse.
A pennon grasped in her firm brown
hands,

High on a platform Janie stands,
A slim white figure bold and staunch,
Prepared, like Helen of Troy, to launch
Some more of her famous Fighting
Ships;

And whenever a mighty dreadnought
slips
Down well-greased ways at her command,
I think with pride, as her expert hand
Christens the prow with smashed champagne:

"Rule, Britannia! Go it, Jane!"

NORMAN B. JAFFRAY.

*From Saturday Evening Post, October 25, 1941

Jane's "Fighting Ships" is an important reference book in the Institute's Conrad Library.

SEAMEN'S
CHURCH INSTITUTE
OF NEW YORK

PRESENTS

SONS OF THE SEA

narrated by

LOWELL THOMAS

(running time three minutes)

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Institute Chaplain Honored

THE Rev. Leroy Lawson, youngest of the Institute Chaplains, has been appointed Chaplain in the U. S. Maritime Service, with the rank of Ensign. Chaplain Lawson was sworn in by Commander George E. McCabe, director of the Maritime Training Station at Hoffman Island, on December 6th. There have been chaplains in the U. S. Army and Navy for many years, but this is the first official appointment of a Chaplain for the Merchant Marine, and the Institute is proud that one of its staff has received such a signal honor.

Chaplain Lawson will continue as an Institute chaplain, but his duties will center on Hoffman Island, where over one thousand young men between 18 and 23 years of age, are studying to become seamen in the American merchant marine. Under the Maritime Commission's training program, which was started several years ago to rehabilitate the American merchant marine with 500 new ships in 10 years, enrollees must pass the first two months of a six months' course at shore bases and the remaining period on one of the training vessels, the square-riggers "Joseph Conrad" and "Tusitala", the auxiliary schooner "Vema", the "American Sailor", "American Seaman" and the "Empire State". The Commission main-

tains shore bases at Hoffman Island, New York Harbor; St. Petersburg, Fla., Port Hueneme, Calif. and Gallup Island, Boston Harbor.

Chaplain Lawson received his Bachelor of Divinity degree in 1941 from the Church Divinity School of the Pacific at Berkeley, California, at the same commencement at which the Institute's Director, the Rev. Harold H. Kelley, a fellow alumnus, was awarded the degree of Doctor of Divinity. Chaplain Lawson is popular with the merchant seamen where, with his six and one-half foot height and 250 pound weight, he can pull a powerful oar in a lifeboat drill and play a fast game of basketball. Each Thursday he brings a group of the men from Hoffman Island over to the Institute where Mrs. Edith Baxter in the Apprentices' Room welcomes them and provides dancing and refreshments.

Chaplain Lawson was born in Los Angeles and recalls going to visit the Seamen's Church Institute at San Pedro as a choir boy when Dr. Kelley was Superintendent there. Although he comes from a family of Army men, he believes that constant commuting on the Staten Island ferryboat from South Street to Hoffman Island will make him a bonafide mariner, eventually.

Ship News

Jervis Bay Men Honored

Sundial Unveiled in Bermuda for Defenders of Convoy

Special Cable to The New York Times

HAMILTON, Bermuda, Nov. 5—A memorial sundial was unveiled here this afternoon for officers and men of the armed merchant cruiser Jervis Bay, which fought a Nazi pocket battleship exactly a year ago today and enabled 80 per cent of the convoy she was guarding to escape.

The unveiling was performed by Vice Admiral Sir Charles Kennedy-Purvis,

Commander in Chief of the West Indies station. The Jervis Bay had been a familiar sight tied up alongside Hamilton's wharves and the officers and crew had many friends here.

A guard of United States sailors and Marines attended the unveiling.

The inscription on the memorial reads: "To Captain E. S. F. Fegen, V. C., Royal Navy, the officers and the ship's company of H. M. S. Jervis Bay who cheerfully gave their lives in successful defense of their convoy, fighting their ship to the last against hopeless odds, Nov. 5, 1940. 'Be thou faithful unto death.'"

Ship News

*Normandie Requisitioned

*Reprinted from the N. Y. Herald Tribune
December 17, 1941*

The United States government formally requisitioned the French liner Normandie at 2 p. m. December 16, when Captain Granville Conway, North Atlantic district director of the Maritime Commission, accompanied by Carl Farbach, of the commission's legal staff, boarded the vessel at its Forty-eighth Street pier on the Hudson River and posted a notice saying that the government had taken title and would compensate the owners.

Captain Herve Lehude, master of the Normandie, and several other officers who had remained aboard since Friday, prepared to leave with their belongings. The 125 French seamen who formed the skeleton crew of the Normandie, as well as some 100 seamen aboard four French freighters which were seized by the Coast Guard for the Navy last Friday, were taken to Ellis Island for routine questioning and were released. They were told they were free to come and go in the city as they pleased but must report to Ellis Island every thirty days.

The Normandie was the only immobilized French ship to be requisitioned here yesterday. The others may be formally taken over today or tomorrow. These are the 5,000-ton freighter Ile de Re and Mont Everest, which are tied up at the south side of the Normandie's pier, and the 485-ton Fort Roy and the 5,267-ton Leopold L. D., which are at Pier 11, Stapleton, S. I. The others are in other ports.

Nothing official has been announced as to what use the Navy will make of the Normandie, but shipping men have pointed out that it could be converted into an airplane carrier or a transport. It was estimated that the ship could carry as many as 10,000 soldiers.

The Normandie is the second well known foreign-flag passenger ship to be requisitioned by the United States in the last few days. The other was the 20,000-ton motor liner Kungsholm, of the Swedish-American Line, which was taken over by the government last Saturday.

Editor's Note: Several of the Institute's Board of Managers and staff were guests at the gala dinner on board the NORMANDIE when she arrived in New York on her maiden voyage, June 3, 1935.

*Now renamed the U.S.S. LAFAYETTE.

Mine Drifts Up, Hits Lighthouse; Keeper Dies, but Light Shines On

By The Associated Press

DUBLIN, Dec. 3.—Tuskar Light is a 110-foot structure on a pin point of rock in St. George's Channel, six miles off the southeast tip of Eire.

As the beams of the light swept the dark seas last night one of the three keepers spied a globular floating object. With each toss of the waves it drifted a little nearer to Tuskar Rock. With quickened pulses the men realized that it was a stray mine.

For two hours they watched in fascination as it washed inexorably closer and closer, now wallowing in the trough, now surging on the crest, but closing up the gap, inch by breathless inch.

As is the custom with lighthouse keepers, they were marooned in their tower. They could only wait and stare—and tend the light.

Ashore at Rosslare, harbor men saw a blinding flash at sea and heard a rumbling explosion as they put out in a lifeboat.

In the kitchen of Tuskar Light they found Patrick Scanlon dying of injuries, William Cahill covered by the debris of walls, ceiling and furniture, but otherwise unhurt. Upstairs, beside the light, lay Peter Roddy, knocked out by the great stones and torrent of water hurled up by the explosion.

Tuskar Light still shone.

What stranger miracles are there?"

Tars Start Lambeth Walk When Ship Goes Aground

1,500 on Aircraft Carrier Told to Dance to Jiggle Craft Free

HALIFAX, N. S., Nov. 17 (CP).—Wars produce strange spectacles. The crew of a new Canadian naval mine sweeper tell of one they witnessed in a recent cruise from the Pacific Coast.

In the Central America zone the crew were ordered to tug a grounded British aircraft carrier off the rocks. To their amazement and amusement, 1,500 British tars started doing the Lambeth Walk, a favorite dance of the English, on the carrier's deck.

Her commander thought the vibration would help shake the craft loose.

Editor's Note: Perhaps a Naval Walkathon?!

In the S.C.I. Mailbag

Mrs. Janet Roper
Seamen's Church Institute
New York, N. Y.

My dear Mrs. Roper:

I wish that I had words to express my deep appreciation to you for helping me find my brother, F. C.

I wrote to Seattle as you suggested and found out later that the S/S WEST IVIS, on which he worked as Boatswain was to stop in San Francisco and Oakland enroute North. I was at the Pier in San Francisco when she docked. The thrill and the happiness it gave me to see my brother after 16 years could only be felt—not described.

My heartfelt thanks and prayers for you in your wonderful work.

Gratefully yours,
(Signed) Mrs. N. M.

Buffalo, N. Y.
Feb. 20th, 1941.

Dear Mrs. Roper,

I certainly appreciate your kindness in letting me know that my brother, R. M., had been into the Seamen's Church Institute for his mail and that you had given him the message that our father had passed away.

I had a letter from him the day before I received yours and it relieved me to hear from him.

I immediately answered it, sending it to the pier in Brooklyn where his ship was.

I also wish to thank you for the many kindnesses you have shown him.

I heard a broadcast from the Home of the little evacuees from Britain.

Your work must be very interesting. Thanking you again, I am

Yours sincerely,
(Signed) R. M.

BRITISH SAILORS' SOCIETY
680 Commercial Road
London, E. 14
27th October, 1941.

Rev. Dr. Harold H. Kelley,
Seamens Church Institute,
25 South Street,
New York.

My dear Dr. Kelley,

I always read with great interest your "Lookout". Thank you for sending it to me so regularly.

September issue has just found me in the midst of very overloaded days (and nights) by reason of the losses at sea, concerning which we have great undertakings both on account of the bereavements thus caused and also in looking after survivors. You will know what all this additional work means to our Welfare Department.

But having slipped your journal into my bag for home consumption, and having read it en route and again by snatches as occasion would allow, I want you to know how much it is appreciated by us over here.

There are always articles of mutual interest, and persons mentioned are known also to me so that there is a thrill when I have such evidence of the oneness of our work.

In the Sept. issue, for example, on page 4, you make mention of our young friend V. P. Wills-Rust, 2nd. Officer and the award to him of Lloyds war medal for bravery at sea. He is "one of ours" and we are proud of him. I am glad that you also can report that he has made himself known at your splendid Apprentices Room during his training period. I hope he will visit you again.

"Jervis Bay"—how that also thrills us to recall the courageous and fearless heroism of its master and crew.

In that convoy was a grand nephew of mine—one of the 16 survivors of the "Napier Star", "San Demetrio"; Young Hawkins who brought back battered—burnt—and blasted but not beaten is also "one of ours".

We are thrilled to know that Oswald Preston (called on board "Yank") one of yours—was given the coveted "red duster"—the only flag left flying on board as she steamed—actually steamed into the Clyde.

Our B.B.C. has recently broadcast the story in one of the most realistic bits of reproduction I've ever heard. I wonder did you hear? It gives Preston a place of honour in that boat load of brave seafarers. The story will live and I am glad you have referred to it.

So I could go on and on thanking you for the evidences that our work is one for Him to Whom we owe so much for the gallant men we serve.

God bless you all,

Heartily yours,
(signed) GEORGE F. DEMPSTER
Welfare Superintendent.

News From An S.C.I. Employee

Word reaches us from Marjorie P.M. Guthrie, a former staff member of the Institute, that she has been appointed "manageress" of a newly organized Institute for seamen at Cowes, Isle of Wight. Miss Guthrie, after leaving the New York Institute, served for a time at the Missions to Seamen, London, and then returned to her home in Belfast, Ireland where she was active in Air Raid Precaution work. Her new assignment should prove interesting, and she writes to Dr. Kelley: "Please count in future Cowes as a port where there will be a special welcome for American seamen."

Book Reviews

"THE SEA AND THE SHORE"

STORM
By George Stewart
Random House \$2.50

This is essentially a story not about men and women but about a "baby storm" whom a young meteorologist dubbed "Maria." The story follows "Maria's" adventures through twelve days, as the storm grew with astounding swiftness, swept across the Pacific, affecting the lives of millions, causing death and disaster; survivors suffer in open boats, linemen perish at their duty, lovers get caught in mountain snowstorms, weather men prove themselves heroes. Here is one of the most imaginative and at the same time technically accurate pieces of fiction to appear this year.

M.D.C.

"CHESAPEAKE BAY BUGEYES"

By M. V. Brewington
Newport News, Virginia. Mariners' Museum.
1941. (Museum Publication No. 8.)

In the waters of Tidewater Virginia and Maryland a traveler sees many smart little sailing vessels. These schooners with their two tall raking masts, their sharp sterns and bold clipper bows are called "bugeyes". Built especially for oyster-dredging they are a strictly functional craft. Mr. Brewington has written a workmanlike monograph on the bug-eye; its history from its development from the American aboriginal dugout to its present form. He describes in detail the perfect adaptation of these boats to their trade of oyster fishing.

CHESAPEAKE BAY BUGEYES has many fine photographs of bugeyes as well as measured drawing of actual pieces. These are the real lines of the vessels and from them a bug-eye, either full-sized or miniature, could be built with accuracy.

I.M.A.

"YANKEE STARGAZER"

The Life of National Bowditch
By Robert Elton Berry
\$2.50. Whittlesey House.

Seamen refer to Bowditch's "American Practical Navigator" as "the Seamen's Bible" and it will always be on the best-seller list of publications of the U. S. Hydrographic Office. Here is a biography of a Yankee who contributed so much to America's reputation for fine Yankee skippers and seamen. He was a pioneer in astronomy and navigation, and taught himself Latin in order to read Newton's "Principia". He shipped on an East Indiaman as clerk and taught all the crew how to navigate, discovered 8,000 errors in the book of nautical tables then in general use. This study of an important early American will be of particular interest to seafarers, yachtsmen and everyone interested in America's sea history.

M.D.C.

By Jacland Marmur
\$2.75. Henry Holt & Co.

The author gives the reader the world of the sea, the disciplined, simple, dangerous life of the men who sail the cargo vessels of the world. The story of Charles Braburn, seafaring man, and his wife Galeta, is a love story with storms, landfalls and ships as a vivid background. The author, who followed the sea professionally for eight years, has a real narrative skill and descriptive power which make his characters vibrant and real. The settings range from the waterfront of Brooklyn to China and South America. The story reaches a dramatic climax in the harbor of Shanghai the morning the Japanese attacked the city.

M.D.C.

An Easy Way To Help!

Will you help the Institute in a very easy and simple way to secure a substantial contribution to our funds? Lewis & Conger, famous housewares and gift store, at 45th Street and Sixth Ave., New York, offers to pay us 10% of the amount of all purchases in their store during the month of February, when the purchaser names us as the beneficiary. Make a list of what you need or intend to buy, do your shopping at Lewis & Conger during February, and be sure to mention the Seamen's Church Institute of New York as the beneficiary, so that we will get the benefit! Tell your friends to do the same! You will be helping us very materially, and we shall be most grateful.

HARRY FORSYTH
Chairman Ways & Means Committee

Books Needed

BOOKS are always needed for our Conrad Library and for seamen to take aboard ships. If you live outside of New York City, you may mail books at the special rate of 1½ cents a pound. If your home is in New York, telephone the Conrad Library (Bowling Green 9-2710) and a seaman-messenger will call for the books you wish to donate. We prefer current books — fiction, biography, etc. but even old books will be accepted, as they may be sold to book dealers and the money used to purchase new books.

ANNE CONROW, Librarian
25 South Street, New York City

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