

THE

LOOKOUT



U. S. Navy Photo

CHRISTMAS — SOMEWHERE AT SEA

SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

No. 12

DEC. 1944

Sanctuary

O God, who makest us glad with the yearly remembrance of the birth of thine only Son Jesus Christ; Grant that as we joyfully receive him for our Redeemer, so we may with sure confidence behold him when He shall come to be our Judge, who liveth and reigneth with thee and the Holy Ghost, one God, world without end. Amen.

The LOOKOUT

VOL. XXXV, DECEMBER, 1944

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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,"** 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."

Merry Christmas to Lookout Readers

The Lookout

Vol. XXXV

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Exhibition of Seamen's Portraits

SEAMEN'S Choice — Judges' Choice of "best in show." Will they agree? This was the big question in the minds of artists, seamen and visitors at the Exhibition of portraits of seamen by volunteer artists which was held in the Janet Roper Room from October 24th to November 8th.

Thomas Craven, art critic, Gordon Grant, famous marine artist and S. J. Woolf, New York Times artist, graciously consented to serve as judges. A luncheon was given on October 24th, attended by the volunteer artists and at which the judges announced their decision. They selected a portrait of Seaman Bob Crosby as first prize winner, made by Mrs. Helen H. Lawrence who recently completed her 100th



SEAMAN BOB CROSBY, Age 18,
sketched by Mrs. Helen H. Lawrence
was the JUDGE'S CHOICE in the Portrait
Contest—First Prize.

Bob is from Borger, Texas, and has been going to sea since he was 15. He has had three ships sunk beneath him.



SEAMAN JAY BROWN, Age 18
sketched by Miss Irene Johnson
was the SEAMEN'S CHOICE in the Portrait
Contest.

Jay is from Barnestboro, Penna., and had his foot injured aboard his ship on D-Day.

sketch of a merchant seaman. The judges selected a portrait by Artist Allen F. Terrell as second prize, and one by Miss Fay Kosuck, third.

Then came the balloting among the seamen for their choice of best portrait in the show. After a week of excited voting, and after the seamen had inspected the seventy portraits in the show carefully, had discussed them with one another and with volunteer artists and hostesses, the polls closed at 10 P. M.

Three tellers were selected, the seals to the ballot box were broken, and the counting of the votes began. The final result was interesting: The sketch made by Miss Irene Johnson of Seaman Jay Brown won

first place by a big majority. It tied for second place and also third place by a big majority. The portrait was duly labeled "Seamen's Choice" and decorated with a tricolor ribbon.

Artists receiving honorable mention in the contest were Mrs. Clara L. Strong, Mrs. W. S. Kendall and Victor Costa.

The seamen enjoy being sketched by the artists, and of course their families are delighted to receive the original sketches. The idea of artists sketching seamen originated with Mr. LeRoy Ward of the Society of Illustrators who introduced it about two years ago at the American Theatre Wing Canteen for Merchant Seamen. Today, almost every club for seamen has volunteer artists on hand to make sketches of the seamen. It is interesting to observe how many seamen who have a talent or flair for sketching or painting enjoy talking with the various artists, discussing tech-

niques and learning basic principles of art. The Institute for many years has encouraged merchant seamen who have artistic talent to continue such work as a hobby.

The practice of having volunteer artists, both professional and amateur, on hand in the Janet Roper Room, the Seamen's Lounge and at the Janet Roper Club uptown, is serving many purposes: it stimulates the interest of the seamen; it pleases their families; it gives practice to the artists who often comment on the variety of men of all nationalities who come to the Institute. The contest stimulated interest, too, and it was delightful to watch how the seamen pick flaws or praise the sketches, and excitedly express their opinions. Incidentally, the exhibition also provided a most fertile conversational topic for several weeks at "25 South Street," competing with baseball and the political campaign!

Some of these portraits are now on display at the Church Missions House, 281 Fourth Ave., New York City, until December 26th.



The Judges Decide—Mrs. Helen H. Lawrence Wins First Prize



Photo by Marie Higginson

The Judges Consider the Portraits

Mr. Woolf

Mr. Craven

Mr. Grant



Sketch by Allen F. Terrell Won Second Prize



Sketch by Fay Kosuck Won Third Prize

Christmas Dinner In a Life Boat

THOSE news reports that read: "Fourteen survivors from an Allied freighter were landed at an east coast port," are hardly noticed in today's daily papers by a public now attuned to more sensational headlines of a war-torn world. But to 23-year-old Harold Reagle, such stories recall a personal experience that is anything but casual or brief.

Reagle's story concerns 39 long days with eight companions in a 28-foot life boat on the Atlantic.

A graduate of Hoffman Island, Reagle shipped last July as oiler on a ship that made Capetown and the Mediterranean and was heading back to the U. S. when a torpedo smashed into her fireroom just after Reagle had gone off watch. The blast killed the fireman.

"As soon as we were in the water after abandoning ship," Reagle said, "the sub surfaced and started shelling us. An armor piercing shell hit one of our stacks and the sound reverberated for at least four or five minutes. It was the most eerie thing I've ever heard.

"There were nine of us on a raft but the next day we found an empty life boat. It wasn't in very good condition and we used up practically all our energy bailing it out. It was only equipped with a spray curtain, three oars and a hatchet. What rations we had were taken from the raft."

Ingenuity Saves Lives

Ingenuity converted the spray curtain into a sail, two of the oars into a mast and the third oar into a tiller.

The skipper, Capt. E. E. Greenlaw of Boston, "knew just what to do," according to Reagle. The captain charted a course and navigated by the sun and stars to take them 1,600 miles to French Guiana 39 days later, all alive.

For rations, they had half a graham cracker three times a day, a half ounce of bitter chocolate at noon, a third of an ounce of canned ration daily, and nine ounces of water each day.

"We had flying fish and a sea hawk for variety once in a while and caught a sea gull for Christmas."

They ran out of rations during their last three days, but when they landed in French Guiana, all nine were able to walk a half mile before getting their food and rest—although each had lost an average of 40 pounds. *The Heaving Line*

Army General Lauds Seamen

The comradeship of merchant seamen who turned over to soldiers bound for the battlefronts all the comforts and facilities of their ship, the SS CHARLES SUMNER, recently won warm official commendation from the troops' commander.

Brig. Gen. Maurice Rose, of the Second Armored Division, wrote:

"I desire to bring to the attention of the Commanding General, the excellent treatment received by the officers and men from the Captain and crew of the S. S. Charles Sumner.

"Voluntarily, the crew of this ship have given up their rights and privileges to enable our officers and men to have a more comfortable trip. With full capacity of troops aboard, living under conditions far from normal, the ship's company have taken it upon themselves to come forward without solicitation and share both food and living facilities, and have done all in their power to make the trip a pleasant one.

"The Captain has not only taken his ship to the final destination at the proper time, but has done so in such a way that it has been as pleasant as the existing conditions permit.

"It is a source of great pride to see how these sailors of the United States Merchant Marine are cooperating in every way to enable the soldiers of the United States Army to reach the far country in the best of condition, physically and mentally, and I commend the Captain and crew of the S. S. Charles Sumner for the unselfish care and assistance they have given to Army personnel aboard their ship."

The captain of the vessel is Hans E. Andersen, Medford, Mass.

Allied Seamen Honored at Cathedral

MERCHANT seamen of the United Nations were honored in a service held in the Cathedral of St. John the Divine on November 5th. More than a thousand uniformed cadets from the U. S. Merchant Marine Academy at Kings Point, L. I., the N. Y. State Maritime Academy at Fort Schuyler, N. Y., and trainees from the U. S. Maritime Training Stations at Hoffman Island, N. Y. and Sheepshead Bay, N. Y., also a group of Norwegian merchant seamen attended.

In the procession that preceded the service were members of the Board of Managers of the Seamen's Church Institute of New York which sponsors the annual Sailors' Day service, consuls of the United Nations, and representatives of steamship companies.

The Rev. Lawrence A. Harkness, one of the Institute's Chaplains, read the Lesson; the Rev. Harold H. Kelley, D.D., Director of the Institute, offered the special Prayers, and the Bishop of New York, Dr. Manning preached. The service also marked the completion of the



Sheepshead Bay Trainees

observance of the 100th anniversary of the Institute which began on April 12th. Bishop Manning said: "As to the work of the Seamen's Church Institute, it is a work which



Photos by Marie Higginson

Norwegian Seamen Attend Service

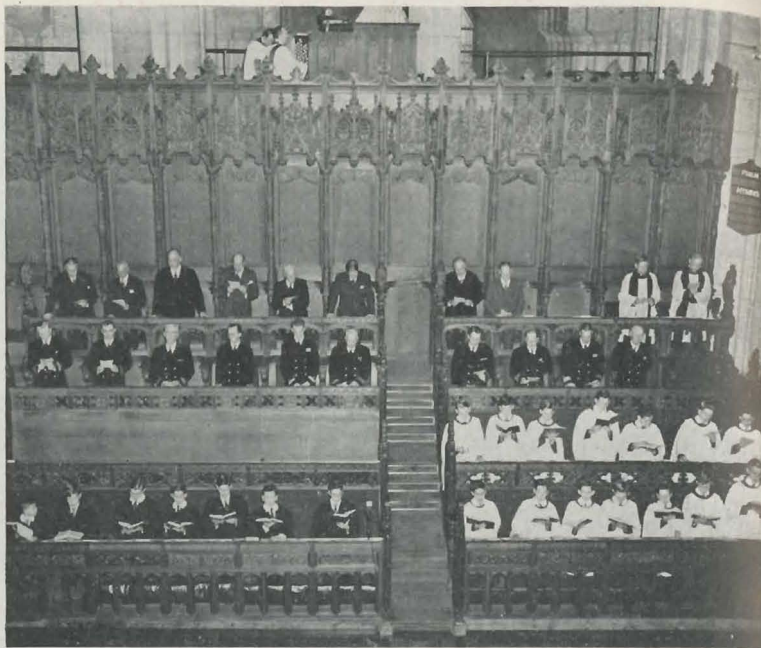


Photo Courtesy of U.S. Merchant Marine Academy

Institute Board Members, Clergy, and Cathedral Choristers

expresses most nobly the spirit and service of the Church. It is a work of which the City of New York may rightly be proud. Both in its extent and in its character it is the greatest work for the help of seamen which is carried on in our own country or anywhere in the world."

The Bishop continued: "We are

"I cannot over-emphasize the fact that the greater our military successes as we approach the main targets east and west, the greater the demands and burdens faced by the merchant fleet. For example, there are at present about 5,000,000 tons of shipping under the United States flag engaged in various shuttle services in the three principal war areas. This means that many of these ships that would normally be operating to and from the United States are indefinitely assigned to activities in the war theatres where they are serving the theatre commanders directly.

"Another pertinent example is found in the Air Force's constantly increasing demand for high octane gasoline abroad. Their requirements have been stepped up tremendously of late and there is no prospect of slackening off. This means urgent demands for tankers and more tankers."

Emory S. Land,
Vice-Admiral, U.S.N., Ret

also here to pay our tribute of honor and grateful appreciation to the officers and men of the Merchant Navies of our own country, of Great Britain, and of all our Allies, who have given such magnificent service and who day by day risk their lives in the vital work of transportation and supply."

THANKSGIVING DAY At The Institute

Sunny weather helped to make Thanksgiving Day a happy and memorable one for the seamen who spent the day at the Institute. 1225 holiday dinners were served, preceded by a Chapel service and followed by music and movies in the Auditorium. The hospitality extended to seamen far from their homes was made possible by gifts to our HOLIDAY FUND.

Merchant Marine Heroes

Refusing to order any of his crewmen to undertake the hazardous task, Capt. Bjarne A. O. Lia, of Lynbrook, Long Island, N. Y., master of the tanker BOSTONIAN, recently lost his life in an attempt to stop a gas leak below decks that endangered his ship and crew, the War Shipping Administration reported.

Paul David Jones, 20, an oiler of Oklahoma City, Oklahoma, who went below to recover the master's body, likewise died. His brother, Edward Jones a fireman, escaped the same fate because the air lines of his diving suit were too short to permit his reaching Captain Lia. Despite attempts by Navy and Coast Guard Personnel, the bodies could not be removed with available equipment.

Because of the danger from the escaping benzol fumes, Navy and Coast Guard fireboats stood by while other naval craft provided screening for the imperiled vessel. The tanker stood off the Florida coast until a new master, Capt. Thorvald Knudsen, arrived to assume command. The BOSTONIAN then proceeded to its destination, where the bodies were finally removed.

Crew members report Captain Lia had insisted on going into the ship's hold when the leak developed in the pump room. He came up once for air, then descended again, fell and did not come up. His six-foot, three-inch, 235 pound body was jammed between pipes and could not be reached or pulled out by lifelines.

The BOSTONIAN, a motorship of Panamanian registry operated for the War Shipping Administration by the Marine Transport Lines, Inc., New York, formerly was the Italian ANTEO ORDINI DI SERVIZIO. Crewmen said she carried water to Mussolini's troops during the Ethiopian conquest in 1935. She was scuttled in a South American harbor when the present war broke out and had been salvaged and converted for use in transporting motor and aviation fuels to the Allied Armies.

For "heroism in the face of almost certain death" the first Merchant Marine Distinguished Service Medal to be awarded a member of the U. S. Marine Corps was presented today to Pfc. Fred Aubry Anderson, former able seaman in the Merchant Marine. The ceremony took place at 3 P.M. in the office of Capt. Edward Macauley, member of the U. S. Maritime Commission, in the presence of Lieut. Gen. Alexander A. Vandegrift, Marine Corps Commandant, and Brig. Gen. Field Harris, in charge of Marine Corps Aviation.

Private Anderson's decoration was earned aboard the Liberty ship SAMUEL PARKER, which in a ten-month voy-

age to war theatres was subjected to torpedoing, bombed, mined and strafed, bringing home a total of 130 battle scars. Anderson's citation, signed on behalf of President Roosevelt by Vice Admiral Emory S. Land, USN, retired, Chairman of the U. S. Maritime Commission, read:

"For heroism under enemy action.

"His ship, SS SAMUEL PARKER, supporting our landing on the Sicily beachhead, was unloading high explosives and aviation gasoline when a wave of enemy planes strafed the ship with incendiary and explosive bullets. Several of these hit into open hatches, setting fire to the cargo. Though an explosion which might completely demolish the ship was imminent, Able Seaman Anderson and the Chief Officer unhesitatingly descended into one hold with fire hose and extinguished the fires in the ammunition, and then, stopping only long enough to strap on foamite shoulder tanks, descended into the other hold and extinguished the gasoline fires.

"His heroism in the face of almost certain death was in keeping with the finest traditions of the United States Merchant Marine."

Private Anderson comes from Amite, La. His first sea papers were issued in April, 1942, at New Orleans and the next day he signed on an Army transport which made a five-month voyage. His next and last ship before enlisting in the Marine Corps was the SAMUEL PARKER, operated for the War Shipping Administration by the American Mail Line, Seattle, Wash.

Anderson entered the Marine Corps at New Orleans September 25, 1943; is now serving in a scout bombing squadron.

THAT'S SALT, BROTHER

TAKE one trainee, slightly green.
STIR from bunk at an early hour.
SOAK in shower daily.
DRESS in navy blue.
MIX with others of his kind.
TOUGHEN with obstacle course.
GRATE on section leaders' nerves.
ADD liberal portions of beans and hamburger.
SEASON with rain, wind, heat and sun.
SWEETEN from time to time with a chocolate bar.
LET SMOKE occasionally.
BAKE in 100 degree heat and let cool in below zero weather.
SERVES every man on the fighting fronts!

George Wolk.

Reprinted from *Heaving Line*

A Christmas Memory

By Captain Peter Staboe

Editor's Note: The writer of this story brought the manuscript to THE LOOK-OUT editor's desk last year, too late to be used in the Christmas issue. Since then, Capt. Staboe has been lost at sea.

THE last of the ballast had been swung over the rail and dumped in the main hatch. As we finished trimming it, just before supper, the good news came. We were to leave on the morning tide. The only talk on board the barque HEFFI, moored in Surrey Dock, London, was: could we make Norway before Christmas? Christmas was only nine days off. The presents for our folks at home were stowed away, and everybody's wish was for a welcome Southwest wind.

With all rags set and drawing, we soon made good time. The "Old Man" pressed HEFFI for all she was worth. Under other circumstances we would be running with only upper topsails, but now the old ship, would reel off eleven knots and better. Forty-eight hours brought us close to Norway. The wind was increasing so just after eight bells in the afternoon watch all hands were called on deck to shorten sail. While thus occupied the Naz Light was sighted. We hove to for the night because the Skipper didn't want to make the Fjord entrance in the dark squally weather.

At four bells in the morning watch we went to work gladly and a little farther up the Coast the pilotboat was sighted, signals hoisted, foretop backed. As soon as the pilot had jumped over the rail the foretop was filled, and then we started on the homestretch. Passing Fuglehuik Lighthouse, a tugboat came out to meet us. The Owner had sent her down the Bay as he expected us. Passing Gulholmen the wind suddenly died away. Now the towline was taken on board, sails made fast and anchors ready. By 6 P. M. the mud-

hooks were on the bottom in Moss Harbor. We had made it. As soon as the ship was rigged down the following day, the crew were paid off. It was time to say goodbye to the boys with whom I had shared hardships as well as sunny days since early March. A last "Good-bye" and "Merry Christmas" ringing in our ears, we parted. I was the only one who lived in Christiania (Oslo). My wish had come true. I would be able to attend the big party which the Seamen's Church held every Christmas. Back at the turn of the century, when all this happened, sailing ships were in the majority. The harbors were full of ships which had arrived home in time for the holiday. The Church had rented the biggest auditorium in the city. The Royal Family would attend.

His Majesty, "The Sailor King", Oscar II. knew a ship and her rig. Once, while visiting a Navy ship he watched the sailors hoist and bend a new topsail. As they finished, the King said "Well done, boys, but there is a half-turn in the port reef tackle!" At our Christmas party the King wished us all a Merry Christmas, and then went around among us, chatting with one here and one there, especially among the old salts, he found several who had made cruises on the same ships as the King when they had served their time in the Navy.

As I was standing there, Her Royal Highness Princess Ingelborg with outstretched hand invited me to join the march around the Christmas tree. My present received, I opened it and found a hand-embroidered writing map with writing material and an engraved card from His Majesty, also enclosed was a pair of homemade mittens. The King asked my name and on hearing it smiled: Young man you have a long way to grow to be as big as your Father. Please take him my heartiest Christmas wishes."

(Continued on next page)

Christmas . . . At Sea and Ashore



UNDER the starlit Christmas sky, deep in the heart of the war zones, seamen are faithfully standing their watches—alert for danger on the sea, in the air and under the sea. To all the fighting fronts grim, gray freighters and tankers are carrying war cargoes. Instead of Christmas trees and tinsel, toys and knickknacks, chestnuts and sweets, they convoy life-giving plasma, food, medical supplies, munitions, planes, tanks and jeeps.

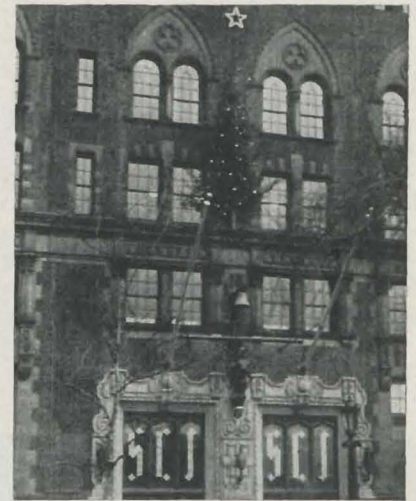
Thousands of these merchant seamen will be aboard ships on December 25th, writing new chapters of heroism in the history of the Merchant Marine, but their thoughts will be turning homeward on this great home-holiday, CHRISTMAS. About 1,200 will be ashore in New York, here at the Seamen's Church Institute of New York, and about 500 in marine hospitals. In accordance with our tradition of 100 years of service to seafarers, these men will be remembered on Christmas—many of those at sea will receive gifts and those ashore will enjoy a holiday dinner and special entertainment at the Institute's 13-story building at 25 South Street, down on New York's waterfront.

We hope that you will find it in

your heart to send a Christmas gift to these seamen through the Institute. Your gift to our HOLIDAY FUND will be a practical tribute to these seafarers who are risking so much to "deliver the goods" to hasten the day of Victory.

Kindly designate your contribution "FOR HOLIDAY FUND" and make checks payable to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK

and mail to 25 South Street,
New York 4, N. Y.



A CHRISTMAS MEMORY

(Continued from Page 8)

I stood there, dressed in my new sailor suit, which my father had given me for a home-coming present. I had a four-button double-breasted pea coat, pants with 18" bottoms, a gaudy-colored Scotch tie, and a pilot-cap, and I felt very proud and a silent prayer passed my lips wishing all the happiness may be bestowed on our beloved Sailor King.

CONGRATULATIONS

On October 27th of this year the Seamen's Church Institute of Newport observed the 25th anniversary of its founding. A service of Thanksgiving and Commemoration was held in the chapel followed by inspection of the Institute. The Seamen's Church Institute of New York sent congratulations to our good friend, the Rev. Roy Magoun, Supt. of the Newport Institute who also now begins another 25 years of service.

A Hardy Centenarian

LIKE the Seamen's Church Institute of New York, William Samuel Clark, is 100 years old. He was recently admitted to Sailors' Snug Harbor, that endowed haven for ancient mariners on Staten Island, after 48 years at sea as a ship's carpenter and many years ashore as a shipyard worker.

Mr. Clark is a spry, cheerful old salt with clear blue eyes and a marvelous memory. He can recall, without a pause, names of ships, dates and events which took place last year or ninety years ago. His hearing is good, he uses glasses only when reading and he still has eleven of his own teeth. When THE LOOKOUT editor interviewed him the inevitable question was asked: "What is the secret of your longevity?" Mr. Clark replied: "My mother was 105 when she died, and my grandmother was the same age". Then he added apologetically, "My father died at 102. He would have lived longer only he had his chest badly injured while at sea when he was 80. I think having forebears who lived to old age is the secret of longevity".

Mr. Clark remembers the famous clipper-ship designer, Donald McKay
100 YEAR OLD MARINER



Photo by Marie Higginson

Kay, and worked in his shipyard in East Boston. "I remember when he was working on a model or design he hummed little Scotch ditties". He also remembers the New York waterfront and the Institute's First Floating Chapel, and in his twenties collected his mail at the Pike Street Mission. He went to sea with his father as a lad of eight, but returned to his native Boston to graduate from English High School there. He voted for Abraham Lincoln in his 21st year. He met Woodrow Wilson aboard the S.S. George Washington after World War I while serving as "Chips", the ship's carpenter.

The earliest Christmas dinner he remembers was aboard the brig *Henry Cleaves* when the ship was struck by lightning and she almost foundered. "All our food was ruined by the sea water and we had a dinner of pea soup and black coffee."

His final voyage was made in 1921 when his ship brought trucks to Saginaw, Michigan through the Great Lakes.

He is sure that he's going to like the life at Sailors' Snug Harbor. Governor Howard Flynn, greeted him on arrival. At 100, he is the oldest salt there to "swallow the anchor" and retire from the sea. But he can still see the ships going up and down the bay. He takes pride in the fact that Samuel Morse invented the telegraph in his natal year—1844.

He remembers hearing Lincoln speak at a meeting in Faneuil Hall, Boston. A man in the gallery asked the President:

"Sir, whose side is the Lord on, the North's or the South's?"

Lincoln replied: "I can't answer that one, but I wish there were more men on the Lord's side!"

When Mr. Clark was asked about the rivalry between the sailing ships and the early steamers, he recalled an incident when he was aboard a

Baltimore clipper, the *E. E. Rollins*, bringing coffee from Java, and racing against other sailing vessels to be the first ship to dock in New York. "We saw a smudge on the horizon and knew that it was a steamer, but we didn't wait for her to pass us. We crowded on more sail and showed her our heels".

Mr. Clark helped in the building of McKay's "*Magellan Cloud*". Later he worked as a ship's carpenter and cooper on the whaling ships "*Northern Light*" and "*Southern Cross*". As a cooper he assembled the whale oil barrels.

Thanksgiving Dance

THE Ships Lights gleamed just as softly and quietly as usual above the classic door of the Janet Roper Club, 3 East 67th Street, on Thanksgiving night, but as seamen entered they were greeted by a tall man wearing a red kerchief about his neck, the most daring of straw cowboy hats and a rather wicked looking gun holstered at his left hip. Nothing is so necessary as a Sheriff when a Barn Dance gets under way. Inside a browned, juicy turkey was being carved, and at the Bar hostesses were pouring coffee, serving pie, pickles and olives, cookies and sandwiches to visitors. Upstairs, Mr. Donald Chambers in a robust plaid shirt was calling the numbers for the Square Dancing. Hostesses were dressed in country regalia — aprons, overalls, peasant dresses, pinafores, but most seamen wore civilian clothes or the blue uniforms of the maritime schools. There was a pie eating contest and the seamen who won it finished his slice in two bites—with hands tied behind his back and kneeling down! The Virginia Reel echoed more than once during the night and the Thanksgiving party closed to the strains of "Good Night, Ladies—".

A. V. C.

He remembers the largest sailing ships ever built—the Four Rivers vessels, Susquehanna, Roanoke, Rappahanock and Monongahela, (imagine remembering as well as pronouncing that name!) which carried lumber to the River Platte in South America.

Coming from Chicago to Snug Harbor, he commented: "I'd rather work in chest-deep water to clear the pump lines on a sinking ship, or spend a night clinging to a raft—as I did on two occasions, than travel 20 miles on these steam trains!"

Christmas Ships

O Valiant Ships of Sailor Town
How far you've sailed away,
The tankers with your precious oil,
The freighters grim and gray.

O Valiant Ships of Sailor Town
How bright the Christmas sky
Above your cargo-laden decks
The Christmas stars go by.

Yet in your dark holds carry
The freights of freedom bright,
The hopes and prayers of all mankind
Are met with you tonight!

How silently, how silently
The convoys cross the sea,
God bless the men of steadfast hearts
Who speed our Victory!

O Valiant Ships of Sailor Town
And gallant crews aboard
The Star of Bethlehem proclaims
The birthday of Our Lord.

M. D. C.

U. S. Cargo Ships Scuttled to Make Invasion Harbors

Ships Sunk in Unique Feat Play Vital Role in Normandy Landings

War-battered Liberty ships, concrete freighters and a number of veteran cargo ships that had seen long service made up the fleet of 32 American merchant ships that were sacrificed on the Normandy beach to form safe harbors for the invasion troops, the American Merchant Marine Institute announced.

Some 200,000 gross tons of old and new shipping were purposely sunk in one of the most unique operations in the history of warfare. Sailed, and in some cases towed, across the Channel from England, the American ships accompanied by approximately 60 United Nations merchant ships were systematically sunk to create artificial breakwaters used in the construction of two new ports on the French coast through which poured two and a half million Allied soldiers and their supplies.

Manned by more than 1,000 American merchant seamen and officers who volunteered to take their ships to France, the vessels of the doomed fleet were selected months ahead of time and were loaded with tons of sand and concrete. Wired with small explosive charges to blow out their bottoms at the appointed time and place, the ships settled to their main decks in about 30 or 40 feet of water. Their anti-aircraft guns, shifted to the highest part of the super-structure, were operated by U. S. Navy gun crews against the enemy even after the ships had been sunk. Many of the deck houses above water served as barracks in the early days of the invasion.

Among the Liberty ships was the Matt W. Ransom. Earlier in the war she suffered two explosions off the African coast and was abandoned. But her captain and six volunteers returned and managed to bring her into port where her cargo was discharged.

The David O. Saylor and the Vitruvius, two concrete ships that had been built in 1943 were found by the Allied Commanders to be most ideal for the assignment as a great number of concrete caissons had to be constructed in England and towed by tugs manned by American seamen across the Channel to supplement the breakwaters.

The Maritime Commission's one-time laid-up fleet of vessels proved valuable in contributing several ships. Before ending their careers on the Normandy sands such World War I tonnage as the West Grama, the West Cheswald, the West Honaker, the West Nohno and the Wilcox had come out of idleness and had made many war voyages carrying supplies to Murmansk, the Red Sea and the Southwest Pacific.

Four Panamanian flag-ships now under U. S. control were among those sunk. One of them was the Audacious which was the ex-Italian liner Belvedere seized by the United States in June 1941.

All this was accomplished despite heavy shelling by enemy shore batteries, while overhead whined the shells of the combined naval fleet of the United Nations.

The sunken ships provided a safe shelter for incoming ships and small craft could be loaded and run to the beach without suffering the severe loss that might have been encountered in rough weather or exposed beaches. The resultant savings in men and material cannot be calculated. The success of the United Nations drive through France reflects in material form, the effectiveness of the operation. More than 150 ships in the shuttle service carrying the supplies from England to Normandy made use of these emergency harbor facilities to build up the supplies that forced the enemy out of France and made possible the holding of the beach-head once it was established. Without these harbors, heavy equipment could not have successfully embarked on the enemy shore.

Following the operation Admiral Sir Bertram H. Ramsay, Allied Naval Commander in chief, wrote War Shipping Administration as follows:

"Operations in which 32 U. S. Merchant ships participated, has been brought to an extremely successful conclusion. This reflects the greatest credit to the officers and men who manned these vessels. Particular praise is due to the Engine room staffs for their tenacity and devotion to duty; especially in the case of those ships which had to be positioned while under enemy shell fire. The result of their efforts is already bearing fruit and the shelters they provided are of great benefit to the Army. It is requested you will convey to all the officers and men concerned my high appreciation of the valuable services they have rendered to the Allied cause."

The U. S. Merchant Marine Cadet Corps

MOST of them are about 19, some 21 — their youth belies their experiences—they have been through hell on the high seas—an experience that has developed their judgment, increased their sense of responsibility and produced fine seamanship, confidence and pride in their service.

They are the Cadet-Midshipmen of the United States Merchant Marine Cadet Corps, which is training men from every state and territory to man our merchant vessels in war, and to keep them sailing the "seven seas" afterwards.

They are the boys who spend six or more months of a highly specialized and concentrated course aboard merchant vessels in foreign waters before receiving licenses as third mates or third engineers.

They have been bombed, shelled, torpedoed—128 of them killed in action, seven awarded the Distin-

guished Service Medal for outstanding feats of heroism in performance of duty, 600 have survived ships sunk by enemy U-boats.

Some of the most thrilling stories of the war have centered around the experiences of the Merchant Marine Cadet-Midshipmen at sea—stories of sheer courage, great seamanship, loyalty and the ability to stick it through and "deliver the goods."

Lots of their stories read like fiction. For example, take the case of Cadet-Midshipmen Wood and Steedley—they spent 72 hours in the English channel during the Invasion of Normandy. Their ship was struck by bombs twice.

Cadet-Midshipmen Getchell and Green spent 23 days in a lifeboat when their merchant ship was sunk by enemy action. Cadet-Midshipman O'Hara, for whom the Drill Hall at U. S. Merchant Marine Academy was named, lost his life



TOSSING COINS FOR LUCK—Four Cadet-Midshipmen toss coins in Amphitrite* Pool at the U. S. Merchant Marine Academy, Kings Point, N. Y. to "bring them luck on their sea voyage." Money taken from the pool will be used to buy memorials for Cadet-Midshipmen who lost their lives aboard merchant vessels.

* Goddess of the Sea

bringing down an enemy raider, singlehandedly, with a five-inch gun.

Then there was a Cadet-Midshipman Holubowicz who, after being torpedoed at least three times on the dangerous Murmansk run, was decorated and "pensioned" (a few rubles each month) by the Russian government.

That ability to "deliver the goods" has been recognized throughout the United States. In recognition of outstanding service to the nation during the war, congressmen and numerous other high governmental figures have promised their support to the U. S. Merchant Marine Cadet Corps in the postwar era.

The U. S. Merchant Marine Cadet Corps, at its Academy at Kings Point—a permanent institution, is on the same basis with respect to the federal government as are West Point and Annapolis. Officers are trained for merchant shipping just as these two academies train officers for the Army and Navy.

The Cadet Corps, which embraces approximately 5200 Cadet-Midshipmen, is comprised of the following units: U. S. Merchant Marine Academy, Kings Point, N. Y., at which there are about 2600 Cadet-Midshipmen; basic schools at San Mateo, Calif., and Pass Christian, Miss., accommodating about 850 Cadet-Midshipmen; and, in addition, there is a revolving group of from 1800 to 2000 Cadet-Midshipmen serving their tour of sea duty aboard merchant vessels.

The Academy at Kings Point, the largest unit of the U. S. Merchant Marine Cadet Corps, is located on Long Island Sound, and is comprised of 30-odd modern buildings on 60 acres of land, and several training vessels. The laboratories are equipped with the latest type of engines, boilers, navigation equipment, gyroscopes and other machinery and equipment with which merchant officers must be fully acquainted.

Men 17 to 23 with high scholastic and physical qualifications are appointed to the Cadet Corps on state quota basis. After basic training of approximately four months each Cadet-Midshipman is assigned to sea duty aboard merchant ships for at least six months.

During this tour they gain practical experience and, at the same time, work on their "sea project" which consists of extension courses from the Educational Unit of the Cadet Corps. After sea duty, the Cadet-Midshipmen are assigned to Kings Point for advanced training leading to their licenses and commissions.

At present, a Cadet-Midshipman spends approximately 24 months in the Cadet Corps before he receives his license. The pre-war course of four years is expected to be resumed during the coming year.

The Cadet Corps has more applicants than it can enroll at present.

It isn't easy to get into the U. S. Merchant Marine Cadet Corps, still harder to make the grade, but those who have passed look back on the course, know it is designed to weed out the "unfit" and to prepare the others to sail our ships throughout the world, a credit to our country and our Merchant Marine.

MERCHANT MARINE ONLY LINK BETWEEN GI AND SUPPLIES

"The Merchant Marine is the only link between the GI and his source of supply of the things that keep him alive and fighting, and knowing this, men of the Merchant Marine haven't lost one minute because of lack of manpower," Boatswain Alber M. Mitchell of West Harford, said in an interview.

The 51-year-old former Harford business man is just back from Anzio. His merchant vessel was with the first landing forces and he has made subsequent trips there with food, ammunition, guns, planes, and tanks.

From "Maritime Murmurs,"
U. S. Maritime Station Avalon, Calif.

Left to right: Robert Levy, 21 years old, of 656 East 153d Street, the Bronx; Henry B. Leitman, 23, of 104 East Thirty-eighth Street; Charles R. Stevens, 23, of 180 Seventy-second Street, Brooklyn, and Robert C. Skinner, 24, of Washington.



Rapid advancement in the American Merchant Marine, largely due to intensive training conducted by United States Maritime Service Up-Grading Schools, was illustrated recently at the War Shipping Administration's Recruitment and Manning Organization headquarters in New York with a meeting of four of the nation's youngest captains.

From 21 to 24 years old, these "old salts" are masters of American vessels that deliver personnel and war materials to invasion beachheads on far-flung battlefronts.

FIRST CARGO SHIP AT INVASION BEACH LOST

The first American merchant ship to bring supplies to the Allies on the Normandy beachhead was sunk by a German divebomber, it was disclosed by the War Shipping Administration.

Before the vessel was hit, however, its cargo of war materials for the fighting front had been unloaded despite twenty-nine hours of enemy bombing and artillery attacks. One member of the

Robert Levy, 21, a Bronx boy, already has five years of service with the Cities Service Oil Company's fleet, while Henry B. Leitman of 104 East Thirty-eighth Street has been awarded the Merchant Marine Distinguished Service Medal, and Charles R. Stevens of Brooklyn, United States Lines skipper, took part in the "corn-cob" operation that helped in landing troops in Normandy.

Robert C. Skinner of Washington, D. C., also a United States Lines captain, is the "old-timer" of the group. He is 24 and has commanded a ship for more than a year.

crew was lost.

Capt. William Adams of New Orleans, master of the vessel, and members of the crew described how the Liberty ship operated by the United Fruit Co., led the first merchant convoy to the French coast two days after the Army and Navy made the initial landings on June 6.

They said that although there were several near misses the ship received its only direct hit, a fatal one, as it was being made ready to return to its operations base in Britain on June 10.

A series of 125 coastal cargo vessels to be constructed will carry the names of sailors' knots, the United States Maritime Commission has announced. Familiar to seafaring men all over the world, these knots include such picturesque names as TURK'S HEAD, FISHERMAN'S BEND, WALL AND CROWN, SPANISH BOWLINE, as well as the more familiar SQUARE KNOT, LONG SPLICE, ANCHOR HITCH, STEVADORE KNOT, HAWSER BEND, YARDARM KNOT and SAILOR'S SPLICE.

The art and lore of rope knots, of which there are more than 3,000 varieties, has been passed down from one generation of seamen to another since the time of the first sailing vessels. Bosun Herbert Colcord in the Institute's Merchant Marine School teaches these knots in its Seamanship classes.

SEA DOG ASHORE FIRST TIME

Ambrose Lightship, which weathered the hurricane of Sept. 14 virtually unscathed, has been laid up for general overhauling and hull painting in Todd Shipyards Corporation's Brooklyn division, and a relief ship will keep the vigil at her station six miles from the Channel entrance to New York Bay. When the ship went into drydock, Blondie, the canine member of the crew, stepped ashore for the first time in her life. Blondie was born at sea and presented to the twenty-two members of the Ambrose crew a year ago.

MULES PROTECTED FROM SEASICKNESS

Army mules go to war in style. In great demand by the Army for muddy and mountainous terrain, the lowly mule has a fleet of 17 American freighters converted especially for his transportation overseas. Thirteen of these are Liberty ships. Conversion entails the construction of 300 to 700 stalls, built crosswise of the ship. Mules become seasick if placed any way other than crosswise. Missouri mules usually demand larger stalls than those from Texas. Conversion also includes the installation of sanitary pumps, fodder bins, gear rooms, forced ventilation and special quarters for mule skippers.

BIGGEST SKIPPER FOR SMALLEST SHIP

Capt. George Culver, of Mobile, Ala., who is six feet six inches and weighs 355 pounds, is the largest skipper in the U. S. Maritime Service but he commands the smallest ocean-going vessel being built by the Maritime Commission. A veteran of 18 years at sea, Capt. Culver is master of the coastal freighter PHINEAS WINSOR which is only

one-half as long as a Liberty ship and one-quarter of its deadweight tonnage.

ENDLESS OPPORTUNITIES FORESEEN IN POST-WAR MERCHANT MARINE

The seaman of the future "cannot be the seaman of the past with a lurid, semi-fictional background," Captain Robert C. Skinner, of the United States Merchant Marine, asserted last night at the Herald-Tribune Forum.

"He won't be the drunken, reckless vagabond found in the pages of Kipling, Melville and Conrad," Captain Skinner said. "He will have to be a trained and competent man, but still with a salty tang, no doubt."

In a discussion of the "Future of Our Merchant Marine," Captain Skinner, master of a United States Lines vessel, pointed out that the United States realized that "ships are only as good as the men that man them" in establishing at the beginning of the war a program for training officers and men for the merchant fleet.

"The quality of the future officers being turned out at the United States Merchant Marine Academy at Kings Point, L. I., speaks not only for the academy but also for the future of the entire American Merchant Marine," he added.

"Seafaring is a profession," he emphasized. "It is a profession demanding courage and stamina—courage to face dangers and adventure, stamina and strength to meet the challenge of the elements . . . Yet with the developments of sea power and highly complex modern vessels, these qualities are no longer enough to guarantee success in this profession. Now and in the future, adequate and proper training for a career at sea is an absolute necessity for the men who will make their way to the top of their profession, and, after service in ships, direct shipping and foreign trade activities from ashore."

Captain Skinner predicted that "opportunities for a young man in the American Merchant Marine will be limitless in the post-war era."

Already possessing the largest merchant fleet in the world with 3,500 ships of 50,000,000 deadweight tons, the nation can maintain its shipping leadership by insisting on "our fair share of the world's maritime business." He defined this share as "about 50 per cent of our sea-borne commerce," pointing out that before the war American ships were carrying "only 25 per cent of our foreign trade and the remaining 75 per cent moved in foreign hulls—including Japanese, German and Italian vessels."

Reprinted from N. Y. Herald-Tribune

Marine Poetry

AQUAMARINE

Eight bells of a golden afternoon,
And overside the sea,
A flowing floor, black marble strewn
With lapis-lazuli.
Like galleons of long ago,
Westward with Spanish wine,
An admiral's clouds bear off below
The rich horizon line.
And from the waves there goes a song
To land, to live in trees
And make some exiled sailor long
For leagues of blue like these.

Benjamin R. C. Low

A member of the Board of Managers of the Seamen's Church Institute of New York until his death in 1941.

A SERVANT OF GOD, THROUGH THE SEA

It was his life, the sea.
From boyhood he loved it.
It held a certain rascination for him,
An undefinable power,
As though YOU were speaking to him
through it.
It was his religion.
A ship was his House of Devotion.
His Prayer-Book was the salty wind,
His God was in the roll of the ocean.
In him YOU sowed the seeds of its
glory,
To be taught to us lesser mortals.
Its meaning not all of us realized.
Its freedom stands for the freedom of
all.

He prepared for the life of a sailor
Because YOU wanted it that way.
But when Satan threatened,
And would call this sea 'iniquity'
It was his job to fight.
YOU gave it to him.
He had to fight for his religion,
For his right to sail his 'house of devotion',
His right to absorb strength from YOU.
He fought for this,
Which had meant his life to him.
Then came the day when YOU called
him.
He returned to YOU, through the sea,
Forevermore to strengthen and give
power,
By the ocean, to those who have heeded
And will heed YOUR word, through
his call.
It was an honor.
Bestowed on him by YOU,
In YOUR own way, to carry on.
He will live forever;
And in the dreadful day of judgment
When the sea shall give up her dead
He will walk forth beside YOU,
In Glory and in Majesty, a servant of
THEE.

A servant of the Sea; as it were an
Apostle
Of YOU, the LORD,
To cast away Evil,
Always.

By Nancy Ballou Cooke, Age 18, New
London, Conn., in memory of her brother,
a junior deck officer aboard a Liberty
ship, who was killed in action at sea.

THE LOW COST OF GIVING

Most people are aware of an incentive to charitable giving in the exemption from Federal income taxes of up to 15 per cent . . . But not many, perhaps, have reckoned how great is the discount on gifts; in other words, what part of each gift Uncle Sam contributes in taxes forgiven.

The fact that there is a discount on gifts is not itself the most elevating appeal for greater charity. But soulless corporations respond to such facts as these, expounded recently on our financial page. Those subject to excess-profits tax can increase 1944 charitable contributions 31 per cent over last year's with no additional cost. In contributing up to 5 per cent of income they are giving away only 14½ cents for each dollar, Uncle Sam contributing the rest in taxes forgone.

By the same token, individuals can give more in 1944 than in 1943 at no greater cost to themselves. The fact is that unless they increase their charitable gifts substantially they are not even living up to their own normal standards of giving. Even for persons of low incomes, gifts are not so big as they look. To the man whose income is \$2,000 the government will forgive taxes on \$300 (15 per cent) given to charities; therefore, to give away \$300 costs him only \$231, since if he does not give it away he must pay \$69 more income tax. Persons in higher income brackets get a proportionately higher discount on gifts via reduced Federal, and, very often, reduced state income taxes . . .

From the N. Y. Herald-Tribune

Gifts to the Seamen's Church Institute of New York are deductible from net income up to 15% in any one year.

Contributions may be designated for Ways and Means, Holiday or Centennial Fund.

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