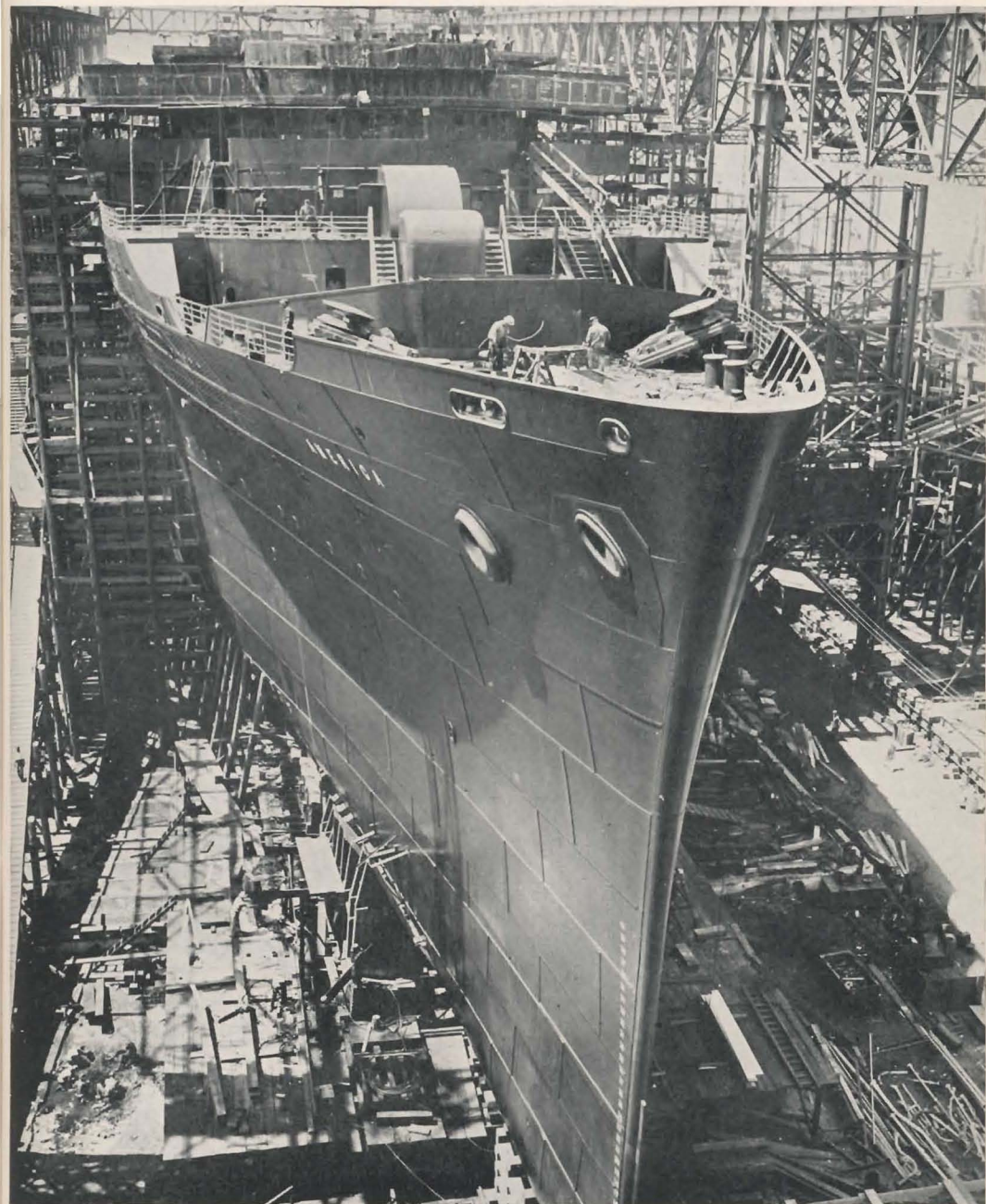


The

LOOKOUT



The New United States Liner "America", Launched Aug. 31, 1939.

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXX No. 10

OCTOBER, 1939

THIS MONTH'S COVER shows the new United States liner "AMERICA", largest liner ever built in this country. See page 6 for story of the launching.

The
LOOKOUT

VOL. XXX, OCTOBER, 1939
PUBLISHED MONTHLY
by the
SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
25 SOUTH ST., NEW YORK, N. Y.
Telephone BOWling Green 9-2710
CLARENCE G. MICHALIS
President
THOMAS ROBERTS
Secretary and Treasurer
REV. HAROLD H. KELLEY
Superintendent

MARJORIE DENT CANDEE, Editor
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Address all communications to
SEAMEN'S CHURCH INSTITUTE
OF NEW YORK
25 South Street

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

OCTOBER, 1939

No. 10

The Ways and Means Committee

announces the

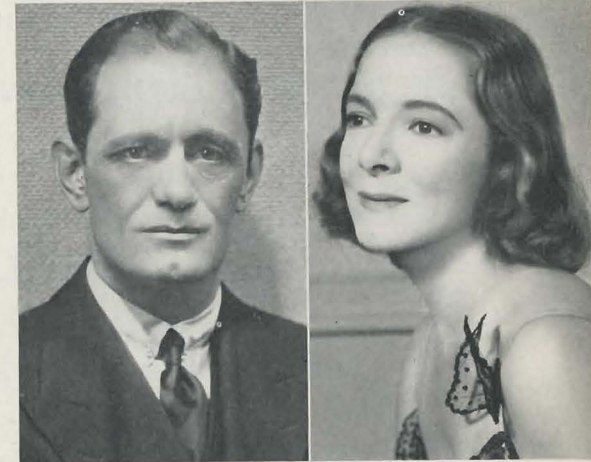
**Institute's
Annual Fall Benefit**

to be held on

Monday Evening, October 23rd

at the Martin Beck Theatre

We have reserved the orchestra and mezzanine for the first Monday performance of a new play



Philip Merivale and Helen Hayes

"LADIES AND GENTLEMEN"

By BEN HECHT and CHARLES MACARTHUR

Starring

Helen Hayes and Philip Merivale

(Who previously starred together in

Maxwell Anderson's play "Mary of Scotland.")

Orchestra	Seats	(rows 1-4 inc.)	\$12.50
"	"	(rows 5-9 inc.)	10.00
"	"	(rows 10-12 inc.)	7.50
"	"	(rows 13-15 inc.)	5.00
Mezzanine	Seats	(first row)	7.50
"	"	(rows 2-5 inc.)	5.00
Balcony	"	(rows 1-4 inc.)	3.30

Tickets will be assigned as reservations are received. Kindly make checks payable to the *Seamen's Church Institute of New York* and mail to the Benefit Committee, 25 South Street, New York, N. Y.

WE ARE COUNTING ON YOUR LOYAL SUPPORT. The proceeds of the benefit will be used to help maintain the welfare, recreational, vocational and social services at the Institute.



Founded 1834

The Seamen's Church Institute of New York

cordially invites

LOOKOUT readers and their friends

to attend the

Annual Sailors' Day Service

on

Sunday, October 22nd, 1939, at 4 P.M.

in the

Temple of Religion

New York World's Fair

SERMON BY THE REV. G. WARFIELD HOBBS, D.D.

No card of admission is required.

Organ recital by ERNEST WHITE 3:45-4 P. M.

Note: Admission to the Fair is now 50¢

SAILORS' DAY COMMITTEE

REAR ADMIRAL REGINALD R. BELKNAP, U. S. N. RET., *Chairman*

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MRS. THEODORE WALKER

Members of the WOMEN'S ORGANIZATION for the
AMERICAN MERCHANT MARINE, Inc.

Hospitality for Torpedoed Crews

CAPTAIN Thomas Georgeson and his crew of thirty-six whose ship, the British freighter *Winkleigh*, was torpedoed by a German submarine on September 8th, were rescued by the Holland-America liner *Statendam*, and on arrival in New York, were lodged at the Institute. Most of the seamen still wore the dungarees, sweaters or old jackets they had on when the submarine captain ordered them to the lifeboats. To some, passengers on the *Statendam* had given suits and shoes. The British consul arranged with the Institute to supply them all proper outfits through our Slop Chest.

Among the crew were two apprentices and a number of young boys serving as messboys and galleyboys, and twelve Somali Negro

firemen who were Mohammedans. They were thrilled at being safe ashore and particularly at having the opportunity to see New York for the first time. Several of them ruefully admitted to having been seasick while in the lifeboats for eight hours until the *Statendam* came to their rescue. "We sang songs as we pulled away from our ship," said 17-year old Leslie Fairchild who had been peeling potatoes when word was shouted that a submarine had been sighted off the starboard bow. "We sang 'Tipperary', 'Pack Up Your Troubles' and 'No Place Like Home.'" There was much joking about the trifles which some of the sailors had saved. The third engineer saved a packet of love letters; a cadet saved his jack-knife but lost the ship model the captain had carved for him.



Captain Georgeson and the crew of the "Winkleigh" thank Captain G. J. Barendse of the "Statendam" for rescuing them when their freighter was torpedoed.

Captain Georgeson told how the U-boat commander called him over and said: "It is war. I don't like it any more than you do. And then he gave me four loaves of bread and a pack of cigarettes. The torpedo struck the boiler room and blew up the deckhouse. As we rowed away we watched her slowly sink." For Captain Georgeson, who had been on the *Winkleigh* for ten years, this was his second torpedoing experience. During the World War he was chief officer of another freighter carrying lumber, the *Mel-don*, which was sunk off the West coast of Scotland in 1917.

The Institute arranged through the World's Fair authorities that passes be given to the entire crew to see the Fair. THE LOOKOUT editor was privileged to escort them. An official sight-seeing bus met the crew and conducted the men to the British Pavilion where they were greeted by Sir Louis Beal and asked to sign the official guest

book and to drink a toast to the King and Queen. They were then taken on a tour of the Fair, ending up at the General Motors exhibit where arrangements were made to have them see the famous "Highways and Horizons". The crew was most appreciative of the many kindnesses bestowed on them, and when they were sent to their homes in England and Scotland aboard the *Aquitania* they expressed themselves as delighted with their unexpected visit to New York.

As THE LOOKOUT goes to press, thirty-two of the torpedoed British freighter *Blairlogie*, picked up by the *S.S. American Shipper* of the United States Lines, have arrived at the Institute. Like the *Winkleigh* they are in need of food, clothing, shaving gear and other necessities. The British consul sent them here, knowing that we always strive to have a well-stocked Slop Chest for all emergencies.



Rescue at Sea. Men of the ill-fated British freighter "Blairlogie" pictured in their lifeboat as they were rescued by the *S.S. "American Shipper."*



—Daily News Photo.

A scene in the Institute's cafeteria, where members of the crew of the torpedoed freighter "Winkleigh" enjoyed their meals.

Our Superintendent's Fifth Anniversary at the Institute

RESPONSIBILITY, vision and thanksgiving chiefly mark my fifth anniversary this September, as Superintendent of the Institute.

The building and surroundings present a striking contrast to those of the fifth year of my predecessor, Dr. Mansfield. That was in 1901 when, as the athletic young Chaplain of the East River Station, he served seamen in the Floating Church of Our Saviour and the nearby Mission House at 34 Pike Street.

His report for 1901 shows devoted work being done, foreshadowing our present comprehensive program. As though to spice the routine, it was necessary to dry-dock the Floating Church! From the conditions and experiences of those days, Chaplain Mansfield envisaged the need for centralizing and enlarging the work, and, as he

progressed to the Superintendency, he shared in projecting and erecting today's superb edifice.

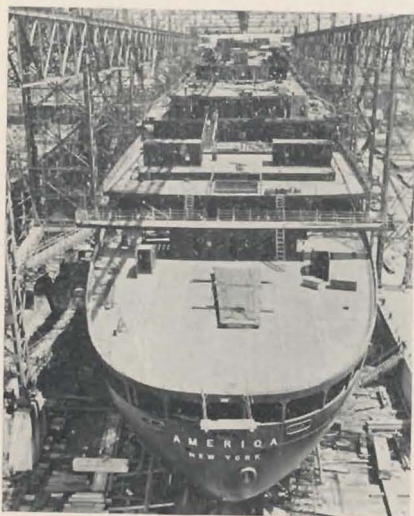
Dr. Mansfield in his first five years in his little buildings began converting New York's waterfront from the world's worst to the best. In today's inspiring Institute and Chapel we have entered into his labors and that of his associates, and under God the Institute's growth in service continues in the same spirit which animated the little band in 1901.

The outlook for this sixth and for future years is stimulating, despite serious world conditions. These but increase the challenge of ministering more to the Safety, Comfort and Inspiration of seamen.

Harold P. Kelly

The New United States Liner "America"

By H. L. Seward, Professor, Yale University School of Engineering



A View of the New America's Stern

EDITOR'S NOTE:

The launching on August 31st of the new 30,000 ton United States liner "America", by Mrs. Franklin D. Roosevelt, is of widespread interest to seamen and also the general public. The launching signifies the return of the merchant fleet of the United States toward its dominant position on the oceans of the world. We asked Professor Seward, who attended the launching, to write for LOOKOUT readers his impressions of the new liner, largest ever to be built in this country. The "America", which is being built at Newport News, Va. is scheduled to enter service early in 1940. She will have accommodations for 1219 passengers and a crew of 639.

IN CONTRAST to other prominent maritime nations, we do not believe in superliners. Our merchant marine is an adjunct to the national defense and a business which is subject to such high costs that we have no place for window dressing and sentiment. The *Manhattan* and the *Washington*, built in 1930-31, are of such appropriate size and type that they have made

world records in occupancy and in popularity. These ships have been operated with two older wartime ships, the *President Roosevelt* and the *President Harding*, by the United States Lines in the North Atlantic run. Although there is no especially good reason for it, many people feel that a steamship line should operate with such a regularity of sailings that the passenger can count on a sailing, say, every Wednesday.

It is obvious, for reasons of economy in operation, that all ships in the service should be alike or at least very similar in accommodations. The *Leviathan* running alone did not make a steamship line, and there are many drawbacks in the present combination of four ships. The faster pair of ships must be slowed down in their schedule of sailings in order to accommodate the minimum turn-around necessary for the slower pair of ships. It was but natural that the United States Lines planned, at the time the *Leviathan* was withdrawn in 1935, to build another ship to run with the *Manhattan* and the *Washington*. Because of the sudden interest in "safety at sea" and the availability of certain fire-resisting materials, the United States Lines decided to take advantage of an opportunity to make the new ship *the safest ship afloat*. Naval architects have long known the principles underlying the compartmentation, stability and the powering of ships to meet whatever standard may prove to be economical and popular. Costs and custom have usually placed a limit upon the application of these underlying principles. Our national notions have

advanced to the point where we can expect to find everyone of the higher class staterooms equipped with private bath; beauty parlors must be air-conditioned; and there must be many other comforts as well as a dignified style of decorative effect which cannot burn—all this and more in a ship which can suffer the same damage as the worst ever recorded and still stay afloat.

The passenger arrangement must be attractive and yet the handling of mail, automobiles, baggage, specie, freight and stores must be expeditious and as economical as possible. Quarters for the crew must be adequate in comfort, accessible, and must constitute a home for the officers and men, attractive and convenient for the better type of personnel.

Such a ship was launched on August 31st, when Mrs. Franklin D. Roosevelt broke a bottle of champagne over the forefoot and exclaimed "I name thee *America!*" The launching of the *America*, while very important in itself because the ship is the largest and best ever built in this country, also symbol-

izes another launching, the launching of a new drive by the United States for an adequate merchant marine. A growing number of ships has been launched during the past few months, but the contract for the *America* was the first to be placed under the new legislation and the beginnings of the present Maritime Commission. In accordance with the law, plans must be approved by the Navy Department so that certain inherent characteristics may be incorporated in her design for purposes of national defense. Other nations appear to make the details of their construction intended for national defense much more obvious than we do, but all nations see to it that nothing is overlooked in the design which might make it easier to convert the vessel into an auxiliary with the utmost dispatch in time of national emergency. Let us hope that this wonderful new ship, the *America*, may continue long to serve the needs of our commerce and not be withdrawn from such essential service to become an auxiliary unit of a belligerent nation.

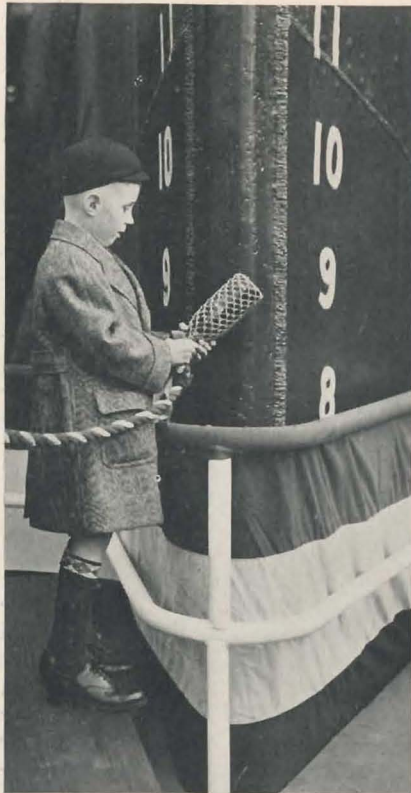
The Lore of Launching

THE launching of a ship has a peculiar hold on the popular imagination. With christening of ships frequently in the news, today, we believe that LOOKOUT readers will enjoy a few excerpts from Rodger L. Simons' article, "The Lore of Launching" which appeared in THE NAUTICAL GAZETTE and are republished here with the kind permission of the author.

Amid the myriad superstitions of devout seamen is the one that to christen a ship with water is a severe sacrilege, a grave invitation to calamity and disaster. And curiously enough, a number of incidents have occurred to support this

belief. In 1898, when a British yard was preparing to send off His Majesty's Ship *Albion*, a teetotaler shipbuilder assumed the liberty of substituting water for the more legendary wine. The Duchess of York was unable to break the wicker-bound bottle, and to save the situation, at the last minute a man heaved it at the vessel. The launching proceeded well enough, but the resultant backwash shattered a grandstand and killed fifty people.

Less tragic but more mysterious was an incident of a kindred nature which formed the talk at a West Coast yard some years ago. Water was being used as an inaugural



Seven-year old Donald McKay, great-grandson of the famous builder of clipper ships, christens a cargo ship of the same name, built at the Sun Shipbuilding Company yard at Chester, Pa. for the Maritime Commission.

potion, but though the bottle broke precisely on schedule the ship stubbornly refused to budge. The launching ways had been liberally anointed with the customary heavy grease and every conceivable expedient was resorted to in a desperate effort to make the ship take off. She obstinately remained firm. (Is there any cryptic significance in a ship being termed "she"?)

Jacks, cables, emergency devices of every sort were called into service but to no avail. What to do? The owner was beginning to leap and howl, the spectators were becoming restless, and the poor harassed shipbuilder began to wonder,

in the biblical phrase "How long, O Lord; how long?" Then the tide went out too low to have facilitated a safe and successful launching, and after much sullen and sarcastic muttering the crowd vanished.

The next day the builder determined that he was going to see the old klunker in the water if he had to waft her across with balloons. Without the owner's knowledge he conducted his own quiet little launching, very private and exclusive, using wine instead of the ill-omened water. Without a tremor, and as prettily as you please, the ship very gracefully and accommodatingly slid into the water.

Despite the popular hoodo which has seemed to attend launchings under the respectable benison of water, its use has become accepted practice in American shipyards. However, a new element of romance has entered in the form of the particular water that is used. In the launching some years ago of the big liner *Manhattan*, Mrs. Theodore Roosevelt splashed the ship's virgin bow with water which represented the comingled contribution of lakes and streams in the forty-eight states.

Book Review

THE COMPLEAT SMUGGLER

By Jefferson Farjeon

Bobbs Merrill, N. Y., 1938, illus. \$3.00

In his preface to "The Compleat Smuggler" the author remarks that he has tried to make it a volume that "could be dipped into by the reader with ten minutes to spare, or perused from beginning to end by the reader with ten hours". He succeeds admirably in this attempt since each chapter may be taken separately and yet the whole has a natural cohesiveness. Sourcebooks have been consulted faithfully and quoted frequently enough to add much color to the narrative. The reviewer recommends the chapters "Carter, Carter, Carter & Carter", "The Amazing Lafitte", and "The Feminine Touch" as particularly interesting. A. W. C.

The Institute to the Rescue

ON SUNDAY, September 3rd, 1939, there flashed across the Atlantic ocean two tragic messages: the one, that war drums again rolled in Europe, and the second, an SOS from the sinking liner "*Athenia*".

The American passengers paid high tribute to the crews of the "*Athenia*" and the Norwegian rescue vessel "KNUTE NELSON", who kept them from panic and did much to make them comfortable by providing food and hot drinks. Hazel Casserly and Elizabeth Wyse, who were in the party of Texas college girls, said: "Even the fourteen year old bellboys on the '*Athenia*' were wonderful and helped to launch the lifeboats. And the musicians—how they rowed!"

By cable, by radio and by telephone the news spread, and seas dotted with swift liners, lumbering freighters, efficient tankers, rusty tramps, imposing battleships—felt the shock of the rumbling temblors.

In the Port of New York, the shock was felt at once. Carefully planned shipping schedules were thrown into the discard, marine insurance rates soared, thousands of travelers stranded abroad, rushed for home. Great ocean liners, with portholes closed and windows painted black, scurried into port, or steamed apprehensively out into the Atlantic.

On all the seven seas, ships' crews go about their duties. A new hazard is added to the list of

dangers of the sea: the possibility of being captured or torpedoed by an enemy vessel. Yet the world's commerce must go on! Warring armies as well as peaceful countries need food and supplies. The hazardous work of transporting these necessities must continue. Some of our seamen before shipping out are now transferring their savings accounts to joint accounts; naming their nearest kin as beneficiaries in case their ships are sunk or something happens to them.

Here at the Institute, we recall those grim days of the World War when even our game rooms and lobbies were transformed into dormitories to take care of shipwrecked, torpedoed crews. The larger building now may again be crowded. We must be ready with a well-stocked "slop chest", to habilitate these seamen, providing them with clothing and shelter and food—just as in peacetime, the Institute must be prepared to help.

No man knows what the brooding future may bring, but this we do know; that such humane services as we can render, we shall do so, willingly, for the gallant men of the merchant marine.

Your contribution — of men's overcoats, suits, underwear and especially shoes to replenish our stock will be deeply appreciated. Kindly send contributions to the Seamen's Church Institute of New York, 25 South Street.

You are cordially invited to attend an
EXHIBITION OF MARINE PAINTINGS AND SHIP MODELS

By Merchant Seamen

under the auspices of the

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

on the Marine Roof of the Hotel Bossert, Brooklyn

Saturday, October 21, 1939 from 2 to 6 P.M.

ADMISSION IS FREE

The Paintings will be exhibited at the Institute from October 24th through October 31st. Open daily from 9 to 5, Sunday 2 to 5 P.M.

Awards for Gallantry at Sea

OF THE 116 awards for bravery in rescuing lives at sea made during 1938 by the Life-Saving Benevolent Association of New York, there is none more unusual or more thrilling than the rescue of a woman in mid-Atlantic, after she had been afloat five hours, by Captain Gilbert C. Bown of the steamer "Lillian Luckenbach", and the lifeboat crew in charge of First Mate H. B. Thulin. This rescue was well covered in the newspapers at the time (December 5, 1937) but the other day, talking with Mr. Herbert L. Satterlee, President of the Association (and First Vice-President of the Seamen's Church Institute of New York), we learned of a somewhat similar incident which occurred on the sailing ship "Surprise" on January 29, 1870. The following account is extracted from the records of the Association which was founded in 1849. It is in Captain Charles Ranlet's own words:

"At half-past twelve, midnight of January 29th, the second mate with his watch aloft reefing the mizzen topsail, when William A. Joy, a small boy from Nantucket, fell from the weather quarter of the yard overboard, just clearing the weather mizzen channels, but striking heavily on one of the boat davit chains. I saw him fall, but did not have the remotest idea that we could save him, not only for the reason that the night was dark and stormy, with a heavy sea running, but because I supposed he was severely injured by his fall, and encumbered by his clothing, he would sink immediately.

"However, I called all hands, shortened sail, wore ship round on the port tack, and stood on for about fifteen minutes, when some

of the men forward thought they heard a cry. Shortly I wore ship again on the starboard tack, as we were when he went overboard, and, as the ship came to the wind, we all heard him crying out on our weather bows. Coming to, with everything aback, brought him right under our weather quarter, when he was hauled in with a bow-line thrown over him. He was naked, having undressed himself, oil-clothes and sea-boots, etc. in the water—no small feat of itself for a boy less than fourteen, and small for his age. His left arm was badly injured, but he had not felt it in the water. I consider this one of the most miraculous escapes from drowning I ever heard of, not only that the youngster should keep himself up for forty-five minutes, but that we should find him in such a dark night."

For gallant rescues at sea, the Association usually awards a gold medal to the captain, a silver medal to the commander of the lifeboat, and bronze medals plus cash awards to the lifeboat crew. Inscribed on the medal is a sailing ship in a heavy sea, a small lifeboat and this motto: "Vita Felicibus Ausis Servata", which, according to Latin experts is translated as follows: "Life is saved by successful deeds of daring." The Association also makes awards to the individuals who go into the water to save life, and among these are school boys, women, and even young girls. Each year there are a number of rescues made by the New York City police force.

A belated recognition of courage and perseverance was made to John Segalos, seaman, whose heroism was called to the attention of the Association by the Seamen's Church

Institute of New York, where Segalos had been on relief. He was one of the crew of the S.S. "Valenzia" in 1906. This vessel, owned by the Pacific Coast Steamship Company, was on a regular run between Alaska and Seattle. On January 22nd of that year, she ran on the rocks off the coast of Vancouver Island, British Columbia. High seas washed over the ship, making it impossible to launch the boats and driving the passengers and crew to the rigging. Rescue attempts from the shore failed. John Segalos, fireman, made a fine effort to swim ashore with the line so as to haul in the breeches buoy outfit and set it up on a cliff. The water was icy cold and for nearly four hours he tried over and over again to get through the surf, but was at last so exhausted he had to abandon the task. Later he helped to build a raft which carried eighteen survivors ashore to safety. His courage and tenacity were highly praised in the Seattle newspapers at the time. The Association awarded him \$100. in cash.

The Life-Saving Benevolent Association was organized in 1849 by Walter R. Jones, who was, at the time, President of the Atlantic Mutual Insurance Company. He was inspired by the tragic heroism of Pilot Thomas Freeborne, who gave his life in an attempt to save the passengers and crew of the wrecked sailing ship "John Minturn". Merchants of New York elected Mr. Jones the first President of the Association, which was authorized by the State Legislature to grant rewards, donations and premiums in money and medals; to procure and use life-boats, boat and station houses, to equip them with articles and materials to aid in saving life along the Atlantic seaboard. After the World War, the U. S. Coast Guard took over many of the life-

boats and life-saving duties of the Association. In each Annual Report of the Association complete directions are given for restoring the apparently drowned.

Mr. William D. Winter (also a member of the Institute's Board of Managers) is Vice-President of the Association, and Mr. Robert Livingston is Secretary.

Mrs. Roper on the Radio

EDITOR'S NOTE: *The Institute's House Mother, Mrs. Janet Roper, was the guest speaker on "THE HOUR OF CHARM" radio program, sponsored by the General Electric Company, on Sunday evening, September 24th. The master of ceremonies, Mr. John Anderson, distinguished dramatic critic, introduced Mrs. Roper as follows:*

"Our idea of 'The Woman of the Week', is some one — she may be famous or she may be obscure — whose work has helped make the world a better place to live in. It still needs a lot of help, but our guest tonight has done more than her share. She is the celebrated 'Mother Roper' of the Seamen's Church Institute in New York, who has made it her life work to find missing sailors sought by friends and families. The seas are wide, and a man is a small thing to look for in a forgetful world; but in twenty years, Mrs. Roper has located more than five thousand missing men . . . Across her desk, down on Manhattan's East River waterfront, the hope of those on shore confronts the ancient mysteries of the sea. A lost son, a lost brother, father, husband, or sweetheart is wanted at home; and when that helpless cry goes up, Mother Roper gets to work. Her word is a whisper that carries almost with the wind. 'Mother Roper wants Joseph Trumbull.' Along the blistering docks in Rio, the word is carried, 'Mother Roper wants Joe Trumbull.' In a ship chandler's backroom in Amsterdam — 'Mother Roper wants Joe Trumbull.' In Southampton water, along the Liffey, through the Straits Settlements, and up the hot, wide cafe-lined sidewalks of the Cannebiere, 'Mother Roper wants Stubby Trumbull.' . . . For her untiring service, and for the fiftieth anniversary of a career in public welfare, we salute Mrs. Roper on her achievement!"

Jeannette Park Remodelled

THE news along the South Street waterfront is that little Jeanette Park, opposite the Institute, at Coenties Slip, is having its face lifted. The Park Department and the WPA are the beauticians. Eighteen more trees will grace the spot, and instead of the bandstand, there will be handball courts, table tennis, shuffle-board, horseshoe pitching and quoits for the sailor population. The Institute hopes to arrange to have a ninety-foot ship's mast donated, to be mounted as a flagpole, and a twelve-foot base of concrete will contain the two original marble memorial tablets which were once mounted in the brick bandstand, built in 1923 as a World War Memorial to merchant seamen. Even the marble dolphins will receive a bath, and will be transferred to the flagstaff. Twin Viking prows at the base of the pole will give an appropriate marine atmosphere. It all sounds very grand, and, judging by the rapid progress made since

ground was broken last month, the Park ought to present its new face to the seafaring public on or about December first.

The little Park has an interesting history. It was named in 1884 by the Park Department for the ship "Jeannette" lost in the Arctic ice, which in turn had been named after Jeannette Bennett, sister of James Gordon Bennett, Sr., Editor of the "New York Herald", who had financed the vessel's expedition to the Arctic in 1879 with Lieut. Commander George W. De Long in command. A relief expedition found the bodies and brought them to New York in 1884. Incidentally, the Park was made by filling in the Slip with rock dug from the Equitable building's foundation and carted down to South Street.

In 1923, under Park Commissioner Francis D. Gallatin's supervision, the Park was paved and the Seamen's Church Institute of New York erected the Memorial Band-

stand, the gift of citizens who wished to pay tribute to the merchant seamen's part in the World War. The inscription on the memorial tablet reads as follows:

"In remembrance of the
Officers and Men of the Merchant Marine
Who, in the World War of 1914-1918,
Without Fervor of Battle or Privilege of
Fame,
Went Down to the Sea and Endured All
Things.

They made victory possible and were
great without glory."

Time weathered the copper roof of the bandstand to the greenness of Liberty, smoke from the ships and harbor tugs has grayed the white dolphins and the crested waves, but the triangular strip of green has been a recreation center for men of the merchant marine of every nation on the globe. The reconstruction and renovation will make it available to a larger number of these seafarers. So the name of the Park, as well as the bandstand, commemorates tragic but courageous undertakings—the exploration of the Arctic region by the 425 ton vessel "Jeannette"—and the carrying of munitions, troops and food supplies to the Allies by merchant seamen during the World War.

Save the Whaleship "Charles Morgan"

Dear Lookout Editor:

I write you concerning a matter close to my heart. From New Bedford, Mass., that old whaling city where the shades and spirit of Moby Dick still linger—(one wouldn't be at all surprised to see Herman Melville come rolling up Johnny Cake Hill on his way to the old Mariners Home where he often went)—from this city of "greasy luck" of which Melville wrote "In New Bedford, fathers, they say, give whales for doweries to their daughters and portion off their nieces with a few porpoises apiece" there comes the cry from the masthead "DON'T GIVE UP THE WHALESHIP CHARLES W. MORGAN!" And "ship" in this case (as in that of the CONSTITUTION, CONSTELLATION and HARTFORD) epitomizes the priceless

heritage of the past and in the preservation of which Americans have always responded to the fullest.

It will soon be 100 years since the CHARLES W. MORGAN slipped down the launching ways in New Bedford. What a grand opportunity for New Yorkers to show their appreciation and memory of the iron men and wooden ships of that time—men who braved the dangers and fury of wind and water on long voyages to obtain the whale oil that brightened the homes of their forefathers when New York was young!

The white-winged ships are gone; their transcendent beauty, and the courage, fortitude and high endeavor of their men is mirrored forever in the dream and vision of America. We still have the grand old ship CHARLES W. MORGAN! Let's commemorate and celebrate her 100th anniversary by assuring her preservation for coming generations. Will you do your part by sending your contribution to Whaling Enshrined, Inc., New Bedford, Mass., TODAY? Thank you, and fair winds.

Sincerely yours,

WILLIAM M. WILLIAMSON,
Editor "Fair Winds" Magazine.

July 17, 1939.

Book Reviews

GUIDEPOSTS OF THE SEA

By Irving Conklin

Macmillan Co. \$2.00

The author is the keeper of the light at Los Angeles harbor and therefore writes with first hand knowledge of his subject. He has made photographs of the principal lighthouses, foghorns, lightships, buoys, markers and radio beacons which enhance his clear and interesting text. He tells how these modern aids to navigation are constructed and how they are maintained. After reading this book, you will have a clear understanding of the lighthouse service of this country.

M. D. C.

LEARNING TO NAVIGATE

By William C. Eberle, Lt. Comm., U.S.N.R.
and

P. V. H. Weems, Lt. Comm., U.S.N. Retired
Pitman Publishing Corp. N. Y. \$1.50

This book ranks with other short-cut methods of navigation which eliminate a great many figures in practical navigation both in the air and on the sea. The authors give short and concise rules for calculating position of ships at sea and will be of assistance especially to amateur navigators. For more serious navigators, however, the more complete systems of navigation are recommended.

CAPT. ROBERT HUNTINGTON



The Memorial Bandstand as it looked when completed in 1923.

Book Reviews

THE SHIPS AND AIRCRAFT OF THE U. S. FLEET

By James C. Fahey

Published by Ships and Aircraft
1265 Broadway, N. Y. C.

Now that war occupies the headlines every day, this little book should be of interest to everybody. Most Americans know so little of their own Fleet and yet they should at least know the types of ships that comprise our first line of defense. During the recent visit of the Fleet to New York, it was found that few people knew the difference between a destroyer and a cruiser or between a cruiser and a battleship. The information in this book is thorough and complete, aided by photographs, and if our shore-going population is not keenly interested at least our merchant seamen and yachtsmen should welcome this work. I personally found it fulfilled an urgent need.

W. D. RYAN,

Lt. Comdr. U. S. N. R.

THE LIFE AND WORK OF CAPTAIN ALFRED THAYER MAHAN, U.S.N.

By Captain W. D. Puleston, U.S.N.

Yale University Press. \$4.00

A very readable book, properly spiced; by an officer who for his last twenty active years served in a Navy profoundly benefited by the influence of Mahan. Free from professional and technical language, the author keeps true to life, with understanding, admiration and fairness. Son of a West Point professor and nephew of the history professor at the General Theological Seminary, thoughtful reading became natural to young Mahan. His works on Sea Power were intended to show his countrymen the value and importance of their sea heritage. Recognition came at once and widely abroad, but it was very slowly gained here. How patiently he persevered, how deep his studies, how honest and clear his statement, and his pains to portray situations and events with fidelity to pertinent facts, so far as he could ascertain them—all are well made evident. The essential importance of sea power—not naval power alone, which is but a part—was Mahan's main theme throughout. Along with the literary side, Captain Puleston brings out Mahan's personality; a charming man amid family and friends; outwardly of quiet manner, reserved and aloof, no mixer; but able commander, navigator and sea-

man, and recognized as a distinguished gentleman everywhere. He died before our Navy as a whole took his message to heart and action. This account of his life may well tempt others to read his works.

REGINALD R. BELKNAP,
Rear Admiral U.S.N., Retired

Editor's Note: Admiral Mahan was an active and interested member of the Institute's Board of Managers from 1867 to 1913, and a lay vice-president in 1913.

NORTHERN LIGHTS

By Desmond Holdridge

Viking. \$2.75

Since the trip of the "Dolphin" which is recounted in "Northern Lights", the author has made many carefully planned expeditions. However, one gets the impression that none of the other trips had the thrill of this early one, carried out with little knowledge of navigation and under amazingly adverse conditions. Mr. Holdridge writes reminiscently, using notes which he kept carefully for thirteen years; he seems surprised at his own youthful temerity in embarking on such an enterprise. The story is full of adventures, some of them very nearly disastrous, but it is equally full of the great beauty of Labrador nights and of the rare and peaceful quality of life in the north. The illustrations which have caught some of this feeling add much to the narrative.

A. W. C.

MUTINY AT MIDNIGHT

By E. A. Stackpole

William Morrow & Co. \$2.00

This is the saga of the whaler "Globe", which headed out from Nantucket in 1822, and aboard her a young clerk, Cyrus Hussey. It is a rousing tale of adventure, of mutiny, of storms of uncharted coral islands, but it also tells how Cyrus learned to be a sailorman and forgot his fear of the dark, of storms and of the ocean. The author, who lives on Nantucket, is president of the Nantucket Historical Association, and his researches have revealed the part played by whalers in discovering many of the islands of the South Seas. His data on these discoveries, as reported in the Congressional Record, has recently been of service to the U. S. Government in making claim to these islands.

M. D. C.

Man Overboard

By Robert Wilder*

THIS is a story calculated to prove any number of things from the idea that truth is stranger than fiction to the optimistic adage that you can't keep a good man down, not even in the middle of the ocean.

It is pretty generally agreed that it is a difficult trick to fall off of an ocean liner but that once having accomplished this feat it becomes far more difficult to get back on board again. Well, Antonio Cebular, one of the stewards aboard the Italian liner *Conte Verde* managed to perform both maneuvers and we heard the tale when the *Saturnia* docked here yesterday.

The *Conte Verde*, the first of the "Conte" liners to be put on the Genoa-New York run, now plies between Trieste and the Far East under the house flag of the Lloyd Triestino, a subsidiary of the Italian line. Homeward bound the vessel was somewhere between Manila and Singapore and Antonio was busy as all get out, whipping up a fine sheen on the brass fittings around one of the ports. Working in the alleyway with him was another steward. The second man was called away for a few minutes and when he returned Antonio had disappeared. After awhile the remaining steward began to think that Antonio's absence was a little strange and putting two and two together, along with a lot of sea between Antonio and his work bucket, the steward decided to report the matter to the captain.

Comandante Valcini, nursing the suspicion that Antonio might be hiding out some place ordered a life boat drill which called all hands on deck. The lads showed up but no Antonio and the master quite properly figured that the man had gone through the open port sometime around six-thirty in the morning.

The ship was put about and steamed back to her approximate position at that time. Around nine-thirty the vessel was in the vicinity of Antonio's disappearance and the men on the bridge and in the crow's nest swept the sea with their glasses. For almost an hour the *Conte Verde* cruised about while every eye strained for a sight of the missing steward. Although he was faced with an almost hopeless task the comandante insisted on continuing the search a while longer. Then suddenly, from the lookout, there came a cry. Off the port bow a flock of seagulls wheeled and dipped low over the water. These birds trail a vessel in search of garbage, but never fly ahead of a ship and their unorthodox behavior demanded investigation.

As the *Conte* drew closer to the spot the lookout saw an arm raised and a hand slap impatiently at the gulls and when the liner came still closer those on deck saw Antonio doing his best to shoo away the birds which evidently mistook his head for an uncharted rock or a tasty snack to break the tedium of the morning. Antonio was mad as the very devil about the whole thing and when hauled up into one of the life boats spent his remaining breath in some fancy curses.

Antonio, once aboard the *Conte*, thanked every one prettily. He had been in the water almost four hours, just keeping afloat and doing his best to deal with the seagulls which, when all is said and done, were responsible for the lookout spotting him in a vast expanse of restless sea.

Something of a fatalist Antonio, we were told, once he had changed to dry clothing, took up his bucket and sponge and went back to polishing up the unfinished port.

*In "THE SUN DECK", *New York Sun*, June 23, 1939

The Route of Columbus

One of the Institute's seamen, Frank Noel, is now enjoying the unique experience of sailing in a ketch-rigged three-master "Capitana", as chief cook, to Lisbon, retracing part of Columbus' first return voyage. The expedition is captained by a famous racing yacht skipper, who is also one of the Institute's contributors, Paul Hammond, and among its crew are Mr. and Mrs. Dwight Morrow, Jr., Professor Samuel Eliot Morrison and his wife and eldest daughter. As Harvard's official historian, Professor Morrison will now have a chance to record the eastward and westward voyages of Columbus, thus finding out how good a navigator he was. On the trip, the "Capitana" will carry a few items which Columbus lacked: an auxiliary Diesel engine, a direction finder and a two-way radio set. Young Noel, delighted with the prospects of the voyage, has been at the Maritime Commission's Hoffman Island Training School in the Stewards' Department, and the Institute's Employment Bureau was happy to offer him the job when Captain Hammond telephoned asking for a good cook.

Arctic Expedition

Captain Bob Bartlett has just returned in the schooner "Effie M. Morrissey" from his thirteenth annual cruise to the Arctic. As usual, he took with him a small crew, and a dozen college students. They searched for wild life for the New York Zoological Institution, fossils and other items of interest to science. The expedition stopped at Newfoundland, Labrador, Iceland, Spitzbergen and the northeast coast

of Greenland. Captain Bartlett once showed some of the movies he took in the "Morrissey" to an audience of seamen in the Institute's auditorium and kept them enthralled with his dramatic tales of the frozen north.

Antarctic Expedition

Again the 65-year old barkentine "Bear of Oakland" will carry Rear Admiral Richard E. Byrd "down under", this time, on a U. S. Government supported expedition, to claim for the United States a vast segment of the Antarctic Continent. In Admiral Byrd's 1928 expedition, he took four of the Institute's seamen—men who for years have made the Institute their home while ashore between voyages—Captain Frederick C. Melville as skipper; George Tennant as cook; Charles V. Gould as "Chips" (carpenter); and John Jacobson, sailmaker. The ship "Bear of Oakland" was built at Greenock, Scotland, in 1874. Recently inspected, she was found to be "as good as ever." Built of solid oak and braced to cushion the heaviest ice shocks, she is 200 feet long and has a beam of 32 feet. She will be equipped with a new 600 horsepower Diesel engine. The expedition's flagship, "North Star," of the Bureau of Indian affairs in Alaska is especially equipped for heavy polar sea work.

The Institute has promised Admiral Byrd that we would provide ditty-bags for his sixty men, and also boxes of books. In acknowledging our offer, Paul A. Siple, technical supervisor of the expedition, wrote our Superintendent:

"As a member of the first Byrd Antarctic Expedition I remember very pleasantly these ditty-bags and their usefulness. We have no money available for many small items like these, or even a library, so that we have to rely on the kindness of those such as yourself to help make our life in the Antarctic that much more agreeable."



A view of the Court of Ships at the New York World's Fair 1939. In the background are twin-prows rising eighty feet in the air dominating the main entrance to the Marine Transportation Building. Ely Jacques Kahn, William Muschenheim and Morrison J. Broun, architects. On Sailors' Day (Sunday, October 22nd) the Institute's new moving picture "Home From The Seven Seas" will be shown in this building at the Maritime Commission exhibit.

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

184,778	Lodgings (including relief beds).
60,856	Pieces of Baggage handled.
456,546	Sales at Luncheonette and Restaurant.
143,401	Sales at News Stand.
16,852	Patronized Barber, Tailor and Laundry.
9,358	Attended 424 Religious Services at Institute, U. S. Marine Hospital and Hoffman Island.
10,412	Cadets and Seamen attended 823 Lectures in Merchant Marine School; 1,297 students enrolled.
29,393	Social Service Interviews.
7,012	Relief Loans.
3,344	Individual Seamen received Relief.
47,039	Magazines distributed.
2,681	Pieces of clothing and 206 knitted articles distributed.
1,713	Treated in Dental, Eye, Ear-Nose-Throat and Medical Clinics.
55,002	Attended 121 entertainments, moving pictures, athletic activities, concerts and lectures.
2,898	Attendance in Apprentices' Room.
164	Missing Seamen found.
750	Positions secured for Seamen.
\$198,754.	Deposited by Seamen for Safe-keeping.
15,296	Attendance in Conrad Library; 1,745 books distributed.
8,402	Telephone Contacts with Seamen.
1,300	Visits to Ships by Institute representatives.

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