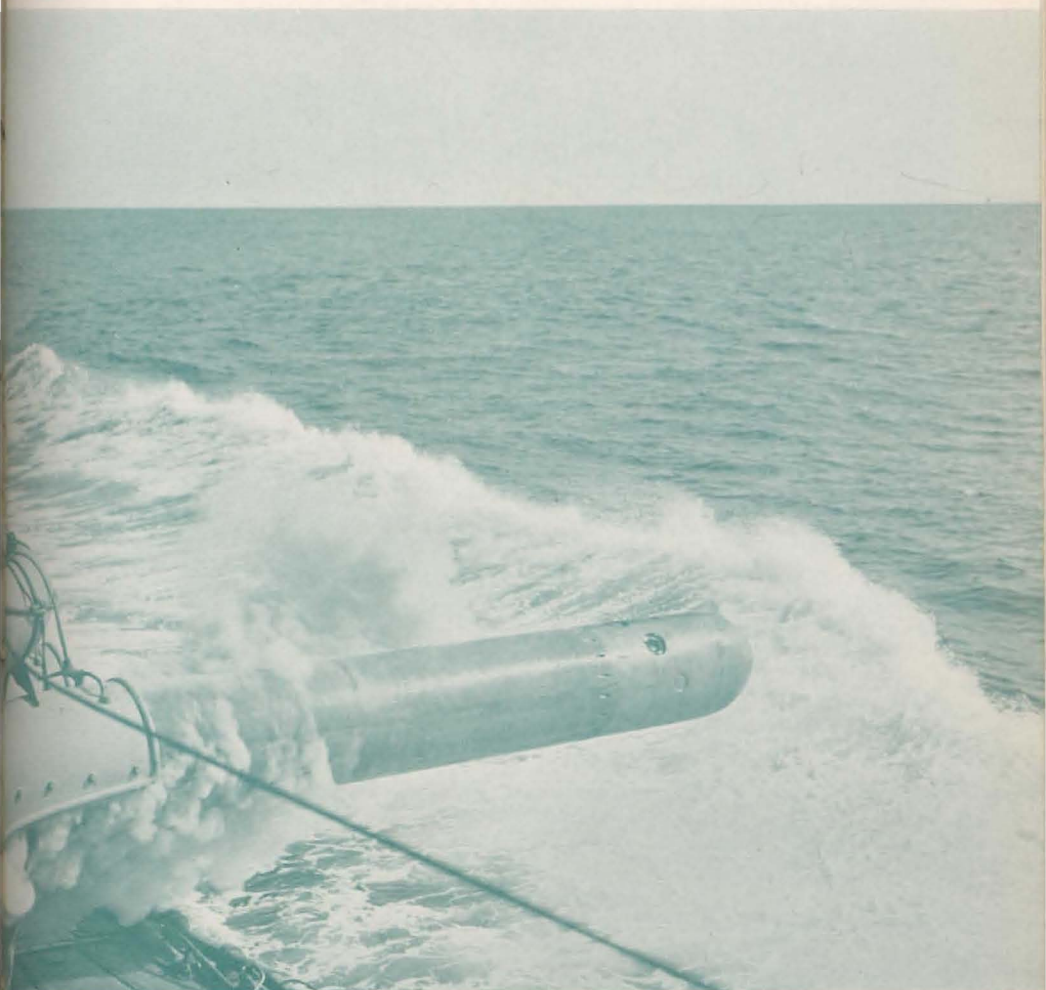


# THE LOOKOUT



THE WAR AT SEA

*From Three Lions Photos*

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXXII NO. 7

JULY, 1941

## Sanctuary

O Almighty Lord God, who neither slumberest nor sleepest; Protect and assist, we beseech Thee, all those who at home or abroad, by land, by sea, or in the air, are serving this country, that they, being armed with Thy Defence, may be preserved evermore in all perils; and being filled with wisdom and girded with strength, may do their duty to Thy honour and glory; through Jesus Christ our Lord. Amen. "FORWARD—day by day—"

THIS MONTH'S COVER symbolizes the grim war at sea. The Zamzam, Robin Moor, Ena de Larrinaga, Britannia — the procession of torpedoed merchant vessels seems endless. The photograph shows a torpedo leaping from the tubes of a Canadian destroyer.

# The LOOKOUT

VOL. XXXII, JULY, 1941

PUBLISHED MONTHLY

by the

SEAMEN'S CHURCH

INSTITUTE OF NEW YORK

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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.

It is to the generosity of numerous donors and testators that the Institute owes its present position, and for their benefactions their memory will ever be cherished by all friends of the seamen.

# The Lookout

VOL. XXXII

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## THE WAR AT SEA

**Survivors Tell  
Of Sinking and  
18 Days Adrift**

Say Nazis Seized Radio on  
Robin Moor; Courage of  
Women and Child Praised

**U. S. Ship Saves  
39 of Crew of  
Burned Tanker**

Black Hawk Picks Up All  
but I After Emile Miguet  
Catches Fire Off Ireland

**Survivor Tells  
Grim Story of  
Zamzam's Loss**

**TANKER ATTACKED  
SIX TIMES**

CREW'S GALLANT FIGHT TO  
SAVE SHIP

**The American Farmer Saves 29  
On Torpedoed British Freighter**

**Reveal Loss of British Convoy**

U. S. Coast Guardsmen Tell of Rescuing 39  
Seamen—8 of 9 Ships Were Sunk.

**Western Prince  
Survivor Tells  
Of Grim Rescue**

James Bone, English Editor,  
Relates Ordeal in Night;  
140 Saved, 17 Missing

**6 Sailors Saved  
After 2 Weeks  
Adrift in Wreck**

Lashed to Schooner's Deck,  
They Lived on What Food  
Floated Up From Galley

**36 SEAMEN ARRIVE,  
SAVED BY CHANCE**

Helpless Lifeboats Spotted by  
the Harding as She Was on  
Way to Another Ship

**OCCUPANTS WAITED HOURS**

British Freighter Had Been  
Shelled by U-Boat in a  
Long Night Siege

**Tanker Blast  
Laid to Gases  
In Cargo Hold**

Crewmen Tell Inquiry Board  
They Couldn't Reach 19  
Lost Off Carolina Coast

**BRITISH FREIGHTER LIMPS  
INTO NEW YORK AFTER BIG  
U-BOAT ATTACK ON CONVOY**

**27 Survivors  
Of Torpedoed  
Finn Ship Here**

**Survivor of Torpedoed Anglo Saxon Sailed  
Aboard Siamese Prince, Now Reported Sunk**

# Meeting the Wartime Emergency

AS the war continues, the Institute is being called upon more and more to aid in national defense work by providing living quarters for the men of the U. S. Coast Guard and the U. S. Army. All types of uniforms may be seen on South Street these days: white ducks worn by Coast Guardsmen from Southern states; navy serge bell-bottom trousers and blouses with the three white stripes on the collars (traditional also in the British Navy to commemorate the three famous naval battles of England: Trafalgar, Nile, Copenhagen, and the black silk tie, in mourning for Lord Nelson) worn by Coast Guardsmen from the Atlantic seaboard; dress and summer khaki worn by men of the U. S. Army Signal Corps and the customary "civvies" of the merchant seamen.

A variety of accents is also heard around South Street as sailors from every State in the Union arrive to take jobs in various defense work projects in shipyards, factories, etc. More than 875 men of the Coast Guard have been quartered at the Institute while awaiting orders to man the United States liners *Amer-*

*ica, Washington, Manhattan* and other merchant vessels acquired by the Government for defense purposes. The regular crews of merchant seamen will be assigned to new merchant vessels now being built. Of course many of the men of the stewards' departments of these big passenger liners may have to look to hotels, restaurants, etc. for shore jobs until their services are again needed on ships.

Sometimes as many as 500 men in the Coast Guard or Army were residing within the building at one time, besides some 600 merchant seamen. Recreation activities help these men to keep up their *Morale* between jobs. It is fortunate that friends have made possible such extensive recreation facilities at the Institute and it gives one quite a lift to walk through the game rooms and reading rooms and see hundreds of men enjoying the pool, billiards, bowling, quoits, darts and other games.

As the Mayor of New York City pointed out very realistically about soldiers and sailors: "Understand the state of mind of these youngsters who come to the big city. Don't forget that they have been taken from their homes and thrust into different kinds of lives than they had ever had or ever expected that they would have. They are living under the rigors of the drill and discipline."

This applies also to merchant seamen of British, Belgian and Dutch vessels who spend their shore leaves in New York at the special clubs set up for them at the Institute by committees of their own countries. They want relaxation from the rigors of crossing the Atlantic under the tension and strain of sailing in convoys, ever-vigilant and alert for enemy bombers, raiders and submarines. When they finally arrive safe in an English port they must then face the perils of bombing planes as the cargoes of precious food, fuel, guns and supplies are unloaded. If they get shore leave,

to go to their homes in London, Liverpool, Plymouth, Southampton, Dover, etc. they may find that their families have been bombed out of their homes and have moved to relatives in the country or are under Government care. Is it any wonder that the strain of this tense kind of living begins to show on some of these seamen? They are particularly grateful for sympathetic listeners, and the splendid hostesses and devoted women who volunteer their services, encourage them to "get things off their chest", as worries brought out into the open always seem less formidable than if locked up inside. Committees of women arrange sightseeing tours for the seamen, and a fine sight it is to see carloads of the men starting off from the Institute to see the wonders of the city. Other women invite a few of the men to their homes for dinner or tea. Still other women patiently knit sweaters and socks.

"What a surprise I had," said a Coast Guard officer to THE LOOK-OUT editor, "when I brought my men here to the Institute. I had several hundred of them and, frankly, I wondered where the Institute would find room for them all. You see, I had the mistaken idea that the Institute was a two-by-four place. So you can imagine my surprise and relief when I saw the tall brick building as large as several hotels!"

The Institute is glad that it is so equipped that it can help in defense work and we are sure that our contributors will support the decision of the Board of Managers to make available our facilities to men of the Army as well as the Coast Guard and Merchant Marine. We know that our friends appreciate that the indispensable, intangible element in our national defense is *Morale*. To quote General George C. Marshall, Chief of Staff of the U. S. Army in appealing for proper recreation facilities for the Army: "No matter how fine your equipment, no matter how abundant, if



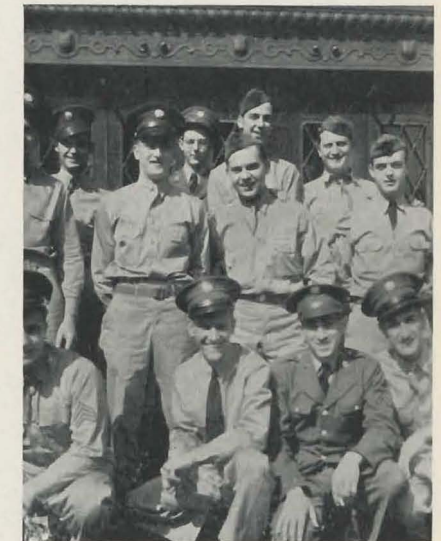
A Group of U. S. Coast Guard men at the Seamen's Church Institute of New York while awaiting orders to take over merchant ships for the U. S. Navy.

you don't have *Morale*, you had better save your money. That is the most important — that is the vital factor."

Applying this also to our merchant marine, sea power is useless without man power, and man power however well trained, cannot function without good *Morale*. We are proud of our merchant service and know that it is running the risks



Coast Guard sailors carry their "donkey's breakfasts" into 25 South Street, but do not have to use them as the Institute beds are very comfortable.



Some of the U. S. ARMY Signal Corps at the Institute.



Hundreds of sea bags piled at the rear entrance to the Institute block traffic as Coast Guardsmen arrive.

and dangers that it ran in the last World War. As William McFee recently pointed out in his preface to the book "Two Survived" by Guy Pearce Jones, in which is re-

corded the amazing epic of the sea—the seventy day voyage in an open boat by two British seamen (See page 12):

"The trouble with the merchant raider business is that a raider is bound to suspect every other merchant ship on the ocean also of being a raider. It is kill or be killed, and the long vigils at sea, the incessant fear of being discovered by cruisers or aircraft, have a deteriorating effect upon a ship's personnel."

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

## Called to the Colors

By Carla Dietz, United States Lines

THE *America*, the *Washington* and the *Manhattan* (shown on opposite page), each in turn made her debut as "the largest liner ever built in the United States," and this honor has been kept in the family, so to speak, for the three luxury liners are the pride of the United States Lines' passenger fleet.

More than any other ships built during the past decade they symbolize the rebirth of the Yankee merchant marine for they embody the last word in the shipbuilder's art, in beauty, in safety and in efficiency.

Two of them the *Manhattan* and the *Washington*, have had distinguished careers in transatlantic service since 1932 and 1933 and found great favor with travelers from the start. The *America*'s brilliant debut in August 1940 momen-

tarily crowded war news off the front pages, but the war had already blasted her career as America's premier transatlantic liner, and the new sea queen made her maiden voyage to West Indies ports filled with cruise passengers.

Now all three liners have been called to serve their country in time of peril, and while all of us deplore the world catastrophe that compels such use, every American should rejoice in the vision of the Government in sponsoring the great shipbuilding program that gave them birth, to serve our country so ably in peace while there was peace, and in war if they must.

Even before the tension became acute enough to warrant converting these vessels into naval auxiliaries, the *Manhattan* and *Washington* had demonstrated to Americans the im-

portance of a first class merchant fleet. To the thousands stranded in Europe when the war broke, these great ships had a special significance. They will long remember with gratitude the reassurance of being on an American ship with an American crew as they made the homeward flight.

During the early months of 1940, too, thousands of Americans returned home aboard these ships—from Italy, France, Portugal, Ireland and from the Orient—as the Government called its nationals home from danger zones and commanded American liners to bring them safely back.

And now while their less glamorous sisters, the sturdy freighters, ply the seven seas, carrying on our world commerce and bringing the essential materials for America's great defense program, the three big sisters will serve their country as naval auxiliaries, and serve it well, until such time as they can return to peacetime occupations.

*Editor's Note:* So the war-time need for ships—and more ships—has compelled the Government to take over these fine vessels for defense purposes. They have been repainted dull gray and their superstructure remodelled. Their beautiful murals and expensive carpets have been removed. They are now ready to serve as transports. Even their names have been changed. The *America*, largest passenger ship ever built in this country, has been renamed *West Point*, as a tribute to the U. S. Military Academy. The transatlantic liner *Manhattan* has been renamed *Wakefield* for George Washington's birthplace in Westmoreland County, Virginia. The liner *Washington* now becomes known as the *Mt. Vernon*, in honor of Washington's home on the Potomac River.

We believe that LOOKOUT readers will like to have a pictorial record of these famous ships, and so we asked the United States Lines to give us photographs which we reproduce here. Readers desiring photograph prints suitable for framing, size 8 by 10 inches, may obtain these by sending thirty-five cents for each print to THE LOOKOUT Editor, 25 South Street, or three photographs for \$1.00. If ordering in quantity please make check payable to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK. We still have a few prints on hand of the sailing ships *Tusitala*, *Joseph Conrad* and *Seven Seas* and these are twenty cents each, three for fifty cents (this includes postage).

## Merchant Vessels Taken Over By the U. S. Government for National Defense



Reading from top to bottom: SS. AMERICA, SS. MANHATTAN, SS. WASHINGTON.

# Saga of the Britannia

A GRIM story of twenty-three days in an open boat during which forty-four men died and sharks fought for their bodies as they were slipped into the sea by the living was related at the Institute on June 16th when fifteen of the thirty-eight survivors of the sunken British liner *Britannia* arrived. William MacVicar, a Scotsman, twenty-seven years old, third officer and a member of the group brought on the Brazilian liner *Cayru*, would not talk of the disaster, but Hindu passengers and Mohammedan members of the crew offered bits of information which pointed to the fact that MacVicar was the hero of the sea tragedy.

On March 24, enroute from Liverpool to Bombay, the 8,799 ton *Britannia* with 300 passengers and 100 crew sighted a German raider eight miles away. Although she had only a four inch gun against the raider's six inch guns, the *Britannia's* captain, Alexander Collie, decided to fight it out. She shot twelve ineffectual rounds before she was

mortally wounded by seventy shots from the raider. The *Britannia* took the punishment for about an hour and a half, then ordered the colors struck, and the passengers and crew took to the four lifeboats. More than one hundred lives had been lost already. The *Britannia* sank quickly and the raider steamed away.

Eighty-two persons jammed MacVicar's lifeboat which had seats for only fifty. On the first day a large number died of injuries suffered in the attack. Because wind and current favored, MacVicar set a compass course for Sao Luiz on the coast of Maranhao, Brazil. Although it was 1,500 miles away he decided that he could make a more favorable voyage than sailing to Dakar, 600 miles away. The other lifeboats soon were lost from view and the survivors at the Institute did not know if they ever reached land. MacVicar's boat carried so few provisions that daily rations per person were one pilot biscuit, a teaspoonful of water and a teaspoonful of condensed milk.

More deaths occurred each day until forty-four of the life-boat's passengers had been buried at sea, MacVicar saying a prayer for each. A small sail was rigged and then days before the landfall they saw smoke on the horizon, but no ship sighted the little lifeboat. On April 19th, land was sighted and the thirty-eight survivors waded waist deep through the surf to the beach at Sao Luiz. Consuming the remaining food and water, they fell exhausted on the beach and slept through the night.

Next morning, a native found them. MacVicar, now too weak to walk, scribbled a note to the British Consul. Several hours later a bus arrived to take the survivors to a hospital where they remained for five weeks and regained their health and strength.



Mrs. Janet Roper, the Institute's House Mother, poses with the Lascar and Hindu survivors of the ill-fated BRITANNIA.

According to one of the crew with whom THE LOOKOUT editor talked, Antonio Francisco Vas, from Bombay, who stated with great dignity when asked if he were Hindu, "I am a Christian", that most of the Englishmen in the lifeboat, seamen and passengers — the latter were naval officers returning to duty — were transferred from the *Cayru* to a vessel at Trinidad bound for Canada from where they took a ship.

"Our main job was to bail the water out of the boat. We bailed day and night," said Vas, and his companion, Ad Saurza added: "The worst part was the hunger and the hot sun. We caught a little rain

water in the sails but not enough." The remnant of the *Britannia's* crew had never been to New York before and, as we go to press, were anticipating some sightseeing trips arranged for them.

The *Britannia* was an Anchor Line vessel, built in 1926 by Alexander Stephen. She was named after the first Cunard liner *Britannia*, of 1,000 tons, built in 1840. She made the voyage from Liverpool to Boston in fourteen days and eight hours. She was barque-rigged and paddle-wheeled. The father of one of the Institute's present Board of Managers, Mr. Gordon Knox Bell, made the return voyage to Liverpool aboard the first *Britannia*.

## Torpedoed Crew Welcomed

THIRTY-EIGHT members of the crew of the British freighter *Ena De Larrinaga*, torpedoed and sunk 900 miles off the coast of South America on April 5th, arrived in New York and were brought to the Institute through the British consul. The men told their story when they arrived from Pernambuco on the Brazilian liner

*Buarque*. Their ship was carrying coal from Hull to Buenos Aires.

A simple memorial service was conducted for the five seamen (who were lost when a torpedo from a submarine struck the ship) after the survivors took to the boats. Captain Reginald Craston at sunrise ordered all the lifeboats brought together and addressed the crew which included twenty-six Britishers, three Japanese, one Malayan, one Lithuanian, one Spaniard and five West Indies Negroes.

"Well, boys, we've lost five. Let's say a prayer for them," said the Captain. Each seaman bowed his head for a few moments. Then they all joined in singing "Land of Hope and Glory", "There'll Always Be An England", "Are We Downhearted" and "God Save the King".

The boats used both sails and oars and a wager was agreed upon. The crew of the first boat to reach land was to receive 10 "bob" (about \$2.50) from those manning the lifeboat that came in second. Settlement of the wager was still a topic of goodnatured argument when the crew of the *Ena De Larrinaga* left the Institute to return to England



Dr. Kelley, the Institute's Director, greets survivors of the torpedoed freighter ENA DE LARRINAGA.



Torpedoed seamen of British freighter "Ena De Larrinaga" say "Thumbs up!"

and eventually may require an expert in admiralty law to decide which crew won the bet. The two boats separated after six days since traveling alone might lead to an earlier rescue. Four days later one boat sighted the Brazilian freighter *Almirante Alexandrino*. The nineteen seamen were rescued and taken to the mainland.

The second lifeboat kept going and at last reached the coast of Brazil without meeting a rescue ship. They had been at sea for 12 days. While those in the first boat contend that they reached land first, the occupants of the second assert that mere arrival did not count. They emphasized that they came in under their own power.

Sharks followed both boats, playing about the sides and snapping at the oars. The great fish ranged in size from a six-foot specimen named Snoopy by some sailor (with a sense of humor in spite of the arduous voyage, subsisting mainly on hard tack, small amounts of water and evaporated milk!) to a twenty-foot tiger shark that nearly upset one lifeboat.

"We got so thirsty that we forgot to be hungry," said one sailor. "You won't believe it, but I ate only seven biscuits during those 12 days. It

rained a little one day and we were so thirsty for water we licked the drops that gathered on the peaks of our caps. The next day we had a deluge that nearly filled the boat, and we caught some in a canvas and stored it. When a man got weak the captain helped to row."

One of the younger crew members, George Henry Ellis, 18 years old, third radio officer, of Goole, Yorkshire, celebrated his birthday in the lifeboat.

Twenty-six bottles of Scotch whiskey were salvaged from the ship, but Captain Craston ordered their contents poured into the sea. The bottles were then filled with fresh water from beakers attached to the ship's emergency life rafts. The crew agreed that this was the only proper action under the circumstances.

Special entertainments were provided the crew of the *Ena De Larrinaga* at the British Merchant Navy Club on the second floor of the Institute and they enjoyed the moving pictures in the Auditorium. The English Speaking Union also gave them a party in their headquarters at Radio City.



Oldest and youngest members of the crew of the "Ena De Larrinaga"—bos'un and cabin boy.

*Editor's Note:*

As we go to press, we learn that torpedoed crews of two Dutch vessels and one Belgian ship have arrived at the Institute. The accounts of the survivors of the *PENDRECHT*, the *MERCIER* and the *YSELHAVEN* will be published in the next issue.

## Lone Survivor

ONE of the most exciting and true adventure stories to come out of World War II and one of the most amazing in seafaring history, is that of the two survivors of the British freighter *Anglo Saxon*.

In the March issue of *THE LOOKOUT* we published an account of this epic of the sea, and of the arrival at the Institute of Roy Widdicombe, one of the two survivors, who came to New York enroute to Canada. He had expected to join the Royal Air Force. He sailed on the *Siamese Prince* and she was torpedoed, a tragic and ironical end for a brave and stalwart young man who had endured terrible hardships while he and his companion sailed seventy days in an open lifeboat before arriving at Eleuthera in the Bahamas, a voyage of over 2,500 miles.

Recently, there arrived in New York Robert Tapscott, Widdicombe's companion, who has been in the hospital at Nassau all this time, slowly regaining his health and strength. He came to the Institute and announced that he had passed the physical examination required for enlistment into the Canadian Army. He said also that a friend, Guy Pearce Jones, had written the saga of the open-boat voyage, and that the book would be published by Random House in July. Its title is "TWO SURVIVED". The *LOOKOUT* editor obtained a copy in advance of publication and it is reviewed on Page 12 of this issue.

Tapscott stayed in New York for a few days, enjoyed the games in



NOW SOLE SURVIVOR OF FREIGHTER *ANGLO SAXON* Robert Tapscott admires a picture of the Royal Family in the British Merchant Navy Club at the Seamen's Institute. *Acme Photo*

the British Merchant Navy Club, chatted with many British seamen who have had experiences in open boats themselves—although Tapscott holds the record. It even beats the record of the *Bounty's* crew and the *Hornet's* crew. He particularly enjoyed the movies and the dances in the Apprentices' Room.

One of his front teeth had been knocked out when he fell on the deck of the *Anglo Saxon* from the force of the explosion. A group of thirty leading dentists have volunteered their service in opening up a special British unit of the Institute's Dental Clinic, and Tapscott was fitted with a new peg-tooth. When we asked where we might send clippings and photographs to Tapscott after he leaves New York, he replied: "My mother was bombed out of her home so I haven't any permanent address just yet." May good luck follow him!



SWAPPING TALES WITH BRITISH SAILORS who were rescued from torpedoed ships, ROBERT GEORGE TAPSCOTT, survivor of 70-day voyage in open boat, sips coca-cola with a group in the British Merchant Navy Club at the Seamen's Church Institute of New York. *Times World Wide Photo*



SURVIVOR OF SEA EPIC GETS DENTAL CARE AT SEAMEN'S INSTITUTE. Dr. S. B. Norton and Mrs. Elsie Latimer with Tapscott in the dental chair getting a new front tooth, knocked out during the torpedoing. *Acme Photo*



Widdicombe and Tapscott, after regaining their health and strength, revisited their 16 foot "jolly boat" and posed for a photographer in Nassau.

*Editor's Note:*

The original 16 foot "jolly boat" of the ANGLO SAXON has been presented to the Mystic Museum at Mystic, Conn. where visitors are invited to see the vessel in which two seamen survived seventy days on the South Atlantic.

## In the S.C.I. Mail Bag

From a Linotype Operator

May 20, 1941.

Dear Sirs:

As I am the linotype operator who sets the type for "The Lookout", I was greatly interested in "Capt. Brainstorm's" clever idea of the ship-in-a-bottle campaign. Enclosed please find \$1. for 1 ship (balance for carrying charges), which can be forwarded to the address below

I find "The Lookout" one of the few interesting publications to set up, as most jobs are pretty dry reading. Being somewhat of a sailor, (I spend most of my spare time deep-sea fishing), your articles are always very interesting, especially the June issue.

My best wishes for your success in this very worthy campaign and will try to get the boys in my shop to help a little by purchasing these ships.

With the fervent prayer that God will be with all your sailors on their most dangerous and lonely crossings, I remain,

Sincerely yours,

WALTER KATERBA  
c/o Francis-Dreher Co.  
30 Ferry St., N. Y. C.

From a Former Institute Employee

Bangor, Co. Down, Ireland  
May 17, 1941

Lookout Editor:

Often I wish it were possible to relay some of the tales we hear of men of our Navy and Merchant Navy, to give concrete cases to friends in the U. S. and elsewhere of the sterling personnel of our ships, and to let them know first hand that nothing is too good or no praise too great for those who are fighting our Battle of the Atlantic, sweeping mines from our doorsteps, flying balloons in our harbours, bringing supplies for our needs . . . I may have swallowed even the anchor chain, but you'll see my enthusiasm dies hard, and often I take a mental trot along South Street and wonder how you are all faring at the S.C.I.

These are busy days for me at the Food Office, and busy nights on A.R.P. duty, but I'm going strong and finding time for a chuckle between the war clouds. The American "Convoy" is tremendously welcome.

MARJORIE GUTHRIE

## Ginger

THEY called him Ginger, and the nickname suited the little apprentice with curly red hair and mischievous eyes. His shipmates praised his part in rescuing an injured survivor of a ship which had collided with the motor-vessel *Greystoke Castle*. Ginger's version of the rescue, as he told it to Mrs. Edith Baxter in the Institute's Apprentices' room was short and simple: "I just held on to him," he said briefly.

Here follows an account by the British Ministry of Shipping of what happened:

"His Majesty the King has been pleased, upon the recommendation of the Minister of Shipping, to Award the Bronze Medal for Gallantry in Saving Life at sea to Apprentice Reginald English in the M/V 'Greystoke Castle', in recognition of his act of gallantry in the following circumstances:

*'In darkness and a rough sea, the motor-vessel 'Greystoke Castle' was in collision with another vessel in February, 1940, as a result of which the latter sank rapidly. Two boats, in one of which was Apprentice English, were sent away from the 'Greystoke Castle' to pick up survivors and, while they were searching, Apprentice English was washed overboard but, fortunately, was rescued. Thirteen survivors were picked up by this boat, one badly injured—both legs being broken. All the survivors were got on board the 'Greystoke Castle' with the exception of the injured man, who it was not possible to take out of the boat until it was hoisted. Apprentice English remained with the injured man, but while the boat was being hoisted, it was hit and swamped by a heavy sea and the after tackle became unhooked. Apprentice English, notwithstanding the risk involved and his previous experience held on to the injured man with one hand and to the tackle with the other, and by his plucky action, preventing the injured man from being washed overboard and lost.'*"

## Book Reviews

### TWO SURVIVED\*

By Guy Pearce Jones  
Random House, \$2.00

The story of Robert Tapscott and Roy Widdicombe has been recorded in newspaper accounts and news reels, but this book gives a more detailed and presumably more accurate account of the epic seventy-day voyage of the British freighter *Anglo-Saxon's* sixteen-foot "jolly" boat. Since the author was in Nassau at the time when the two seamen landed, (pitiful skeletons with only a faint spark of life in them) he had an opportunity to talk to them at length, over a period of several months while they were recuperating. In his book he describes the homelife and backgrounds of the respective seamen and their sea experiences before they signed on the *Anglo-Saxon*.

Both seamen were of West Country stock in Wales, the strain that has given England so many naval heroes and famous seamen. Captain Bligh of the *Bounty* was born at Plymouth, Devonshire, of Cornish parents. Tapscott's father and grandfather were Cardiff pilots. Widdicombe's father was a shipyard worker. As a child Widdicombe was brought up in Dartmouth, a great English yachting center. Here he learned how to row and sail at the age of six. Eventually, he went to the training ship *Conway*.

Thus the story of that 70-day voyage becomes even more interesting by understanding the two survivors' backgrounds and contrasting temperaments. The account of the attack by the German raider *Weser* is graphically told, and the portraits of the other seamen are sympathetically and vividly etched.

M.D.C.

### AN ISLAND PATCHWORK

By Eleanor Early

\$2.50, Houghton, Mifflin, Co.

This collection of Nantucket yarns might well be called FROM QUAKERS TO CANNIBALS. Its flavor is distinctly nautical throughout and the names which thread in and out of the patchwork—Starbuck, Macy, Coffin—are all names which spell whaling to the New Englander. Stories of Lucretia Mott and her "rights for women crusade" are set along side of the homelier tales of rich Nantucket cooking and glorious gardens. The book is so full of delightful anecdotes that the reviewer cannot choose. Special attention is due the amusing end papers and illustrations by Virginia Grelley.

A.W.C.

\*The Institute will receive a commission on each copy of "Two Survived" if ordered directly from the SEAMEN'S CHURCH INSTITUTE OF NEW YORK, 25 South Street, New York, N. Y.

### PLEASE HOLD THIS DATE

Monday evening, November 17th is the date set for the Institute's Annual Fall Theatre Benefit. We have been fortunate in securing the first benefit performance after the opening of Shakespeare's "MACBETH", starring Maurice Evans and Judith Anderson. The play will be on Broadway for a limited engagement only. Please mark the date on your social calendar for Fall. Details regarding tickets will be sent you late in October.

HARRY FORSYTH,  
Chairman, Ways and Means  
Committee

### Institute Engineer Honored

John Platt, chief engineer at the Institute, and the oldest employee, from the point of view of years served—he started in 1912 before the building was completed—is receiving congratulations from seamen and staff members on having received honorable mention from the Port of New York Authority. The first winner of a medal for long service was the keeper of the Throgg's Neck Lighthouse, who has been on the same job for 49 years. Mr. Platt, now nearing completion of thirty years of service as keeper of the Titanic Lighthouse light, atop the Institute, received a bronze medal at the Port Preparedness Dedication in recognition of his long service in the Port of New York. The presentation of these medals to the oldest men in their respective crafts was a feature of Port Preparedness Day.

In the August, 1937 issue of THE LOOKOUT there was published an account of the many things Mr. Platt does in addition to his regular duties as supervisor of the mammoth engine room where heat, light and power are generated for the thirteen-story building. He must see that the pumps are going day and night, pumping out ten to twelve gallons of seepage water per minute, for the Institute is built on filled-in land. He must see that the time ball, connected with the observatory at Arlington, drops at exactly noon each day. He has filed false teeth for sailors and has put new pins in artificial legs. He has repaired musical instruments, overhauled the mechanical ice cream freezer and rigged up an apparatus for a seaman with an injured spine. Whatever he is asked to do, he does it cheerfully, quickly and efficiently.

### Conference of Seamen's Welfare Agencies

The Tenth Annual Conference of the National Association of Seamen's Welfare Agencies was held in Philadelphia from June 5th through 8th. The Rev. Harold H. Kelley, D.D., Director of the Seamen's Church Institute of New York, presided as Chairman. Speakers included officials of the U. S. Maritime Commission: Philip King, Captain Robert M. Gray and Telfair Knight; Harry J. Pearson, Director Sailors' Haven, Charlestown, Mass.; Mr. R. H. Lee Martin, American Seamen's Friend Society; Mr. H. Birchard Taylor, Vice-President, Cramp Shipyard; R. L. McCall, Secretary, National Association of Seamen's Welfare Agencies; George E. Blacktopp, Director Seamen's Church Institute, Mobile, Alabama; George Upton, Bethel-ship, Y.M.C.A., Brooklyn, N. Y.; Frank P. Mitchell, Anchorage Y.M.C.A., Baltimore; Rev. William McLean, Montreal Sailors' Institute. The Rev. James C. Healey, Ph.D. Chaplain, Seamen's House, Y.M.C.A., New York, was elected Chairman of the Conference for next year. The Rev. Percy R. Stockham, Superintendent of the Seamen's Church Institute of Philadelphia, was host to the twenty-five delegates from the principal seaports of the United States and Canada where seamen are welcomed. The subject of the Conference was Agency help in defense programs and in the training of young men for the merchant marine and in the maintaining of morale of older seamen.



Photo by Marie Higginson  
The Institute's house flag flies over the main entrance to "25 South Street"

### SERVICES RENDERED TO MERCHANT SEAMEN JANUARY 1 — JUNE 1, 1941

113,067	Lodgings (including relief beds).
36,806	Pieces of Baggage handled.
297,777	Sales at Luncheonette and Restaurant.
91,512	Sales at News Stand.
11,223	Calls at Laundry, Barber and Tailor Shops.
6,130	Total attendance at <b>306</b> Religious Services at Institute, U. S. Marine Hospitals and Hoffman Island.
15,830	Social Service Interviews.
127	Missing Seamen located.
37,976	Total attendance at <b>120</b> Entertainments, such as Movies, Concerts, Lectures and Sports.
3,858	Relief Loans to <b>1,687</b> individual Seamen.
25,627	Magazines distributed.
2,135	Pieces of Clothing and <b>873</b> Knitted Articles distributed.
1,301	Treatments in Clinics.
1,537	Visits at Apprentices' Room.
1,058	Visits to Ships by Institute Representatives.
6,065	Deposits of Seamen's Earnings placed in Banks.
979	Jobs secured for Seamen.
7,373	Attendance of Seamen Readers in Conrad Library; <b>1,594</b> Books distributed.
3,908	Total Attendance of Cadets and Seamen at <b>472</b> Lectures in Merchant Marine School; <b>835</b> new students enrolled.
6,278	Incoming Telephone Calls for Seamen.



# SEAMEN'S CHURCH INSTITUTE OF NEW YORK

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JOHN MASEFIELD

### *Director*

REV. HAROLD H. KELLEY, D.D.

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\*As we go to press we regretfully learn of the death of Mr. Benjamin R. C. Low, a Manager since 1905. Attorney, and author of more than a dozen volumes of verse, Mr. Low served the cause of seamen faithfully and well and thus carried on the interest of his father, William G. Low, who gave the main entrance to the new building in memory of his father, A. A. Low, owner of many China tea clippers. Mr. Low composed the fine inscription on the World War Memorial to Merchant Seamen erected by the Institute in Jeannette Park:

"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."