

*The*  
**LOOKOUT**



WORLD TRAVELERS

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
VOL. XXX No. 7

JULY, 1939

THIS MONTH'S COVER shows a portion of the Institute's Baggage Room — where "dunnage" from all the ports of the world is checked by merchant seamen.

## The LOOKOUT

VOL. XXX, JULY, 1939

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by the

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SEAMEN'S CHURCH INSTITUTE  
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### LEGACIES TO THE INSTITUTE

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

I give and bequeath to "Seamen's Church Institute of New York," incorporated under the laws of the State of New York, located at 25 South Street, New York City, the sum of..... Dollars.

Note that the words "of New York" are a part of our title.

# The Lookout

Vol. XXX

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## Captain Huntington Honored

CAPTAIN ROBERT HUNTINGTON, principal of the Institute's Merchant Marine School, was honored on Maritime Day, May 22nd, when he was awarded the American Merchant Marine Achievement Trophy at the hands of Mr. Harry M. Durning, Collector of Customs for the Port of New York.

Captain Huntington has been principal of the Marine School, top floor of the Institute, since 1916. He has written many books on seamanship, navigation and lifeboat handling and is the inventor of an artificial horizon which, when attached to a sextant enables mariners to fix their position when it is impossible to see the actual horizon. In 1921 Captain Huntington and the Rev. A. R. Mansfield, D.D., Superintendent of the Institute, established radio medical service to ships not carrying doctors. The station, K D K F, was set up on the Institute's roof and proved so helpful that after a year the Radio Corporation of America took it over, and David Sarnoff and Owen D. Young established the Radiomarine Corporation of America, which today relays "MEDICO" calls from ships to doctors of the U. S. Public Health Service, thereby saving hundreds of lives of seamen and passengers in emergencies.

The latest invention of Captain Huntington is a spherical angle calculator, a model of which is now in the School. It plots the position of a ship without the use of logarithms, calculating mechanically; the navigator needing no pencil or paper. Another machine devised by

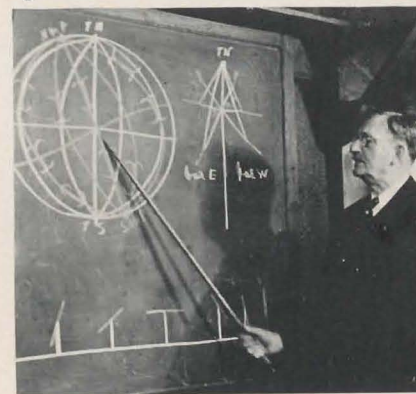


Photo by Marie Higginson

Captain Huntington and in use by students in the School is a rowing machine suspended and weighted to simulate a boat tossing in a heavy sea. Cadets rowing this "boat" have even become seasick from the motion!

Captain Huntington has served on expeditions to the South Seas and Alaska and has worked for the U. S. Geodetic Survey, but perhaps his greatest achievement has been the training of more than 20,000 seamen and officers in the merchant marine. He has helped them to qualify for examinations leading to higher ratings aboard ships.

A new law requires all private schools to be inspected and licensed by the State Board of Regents. The Institute's is the first nautical school to receive this license. High school boys suffering from "sea fever" are encouraged by Captain Huntington to complete their schooling and in spare time are given free courses in seamanship and navigation, as well as trips on Saturdays aboard the steam yacht "North Star."

## Progress Report on Sailor Knots

ABOUT a year and a half ago we told LOOKOUT\* readers about a lively competition going on at the Institute between Roland Storey and John Hensel as to which could tie the largest number of sailor knots. Now we learn that even the World's Fair has become interested in the competition and John Hensel's collection of knots is now on display at John Hix's exhibit "Strange As It Seems."

This would appear to put the older seaman, Roland Storey, out of the running. But such is not the case. When not working in the Navy Yard at Philadelphia Storey has been diligently tying knots so that his collection now runs into the hundreds. Not content with this, he made a tour of the art museums in New York and Philadelphia and discovered, reproduced on some of the paintings, other kinds of sailor knots which he has copied. For example, a painting of St. Jerome by Bushleyder in the Philadelphia Museum of Art shows the famous scholar wearing an ornamental knot which Storey explains is similar to a "monkey fist knot". On another painting, a copy of one in the Vatican at Rome, eight stallions are shown dragging a piece of marble, and the ropes used show a variety of knots which Storey has also duplicated. He says that the mounted police of Philadelphia use an interesting stopper knot on their horses' bridles.

Storey has discovered two brand new knots with which he now challenges Hensel. One is a pineapple knot of 8 strands, and the other is a checkerboard knot, which he makes in a variety of colors. He also uses unconventional materials such as

chenille, wire and cat gut from tennis rackets, whereas his rival, Hensel, sticks to the traditional sailor's manila rope of three strands. Storey is now in New York visiting the art exhibit at the World's Fair, hoping to find some other unusual knots on paintings by the Old Masters.

Hensel, too, is not resting on his laurels. He is working on an ENCYCLOPEDIA OF KNOTS AND FANCY ROPE WORK, containing over 3,100 designs, to be published by the Cornell Maritime Press in August. Up to now, the aggregate of knot designs to be found in all books on the subject has totaled about 700. Hensel is collaborating with Raoul Graumont on this monumental volume. It contains 640 pages and may be purchased through the Institute at \$7.50

From Graumont we learned that the art of knotting is "as old as human fingers." In pre-historic times, knots were tied in vines or animal hides. The Neolithic Man tied simple knots. The Incas in Peru used the sheet-bend in making their nets and also had a decimal system of numbers based on knots tied in suspended cords. The Indians of North America used knots for recording dates and the Greeks had a wide knowledge of knots, particularly the reef knot. Alexander the Great, exasperated by the complexity of the famous Gordian knot, slashed it with his sword.

Today, knots are indispensable in the life and work of sailors, soldiers, surgeons, weavers, farmers, builders, fishermen, yachtsmen and people who tie knots as a hobby. At present, some of Storey's and Hensel's knots are on display in the Nautical Museum at the Institute.

## Around the Horn in 1888

MRS. GEORGE C. LOCKWOOD of Norwalk, Conn., read an article in *The Sun Deck*, New York Sun, about Miss Joanna Colcord and of her search for photographs of captain's cabins on early American sailing ships. Mrs. Lockwood wrote to Miss Colcord and said that she had a collection of photographs taken aboard the square-rigger "A. J. Fuller" in 1888. THE LOOKOUT editor was privileged to interview Mrs. Lockwood regarding her experiences:

She sailed from San Francisco as a companion to Captain Theodore Colcord's wife. The voyage was 116 days to New York, stopping at no ports except anchoring off Pitcairn Island where natives came out in small boats. "The first thing we wanted to see," said Mrs. Lockwood (who is now a white-haired lady with sparkling brown eyes and a grand sense of humor), "was a newspaper. Coming into New York harbor, a pilot came aboard and brought us a paper. We opened it, and read the headline that Jack the Ripper was captured! My friend Lily (the Captain's wife), fainted on reading this news of the terrible killer."

When Mrs. Lockwood was asked what she did to occupy herself during the 116 days of the voyage, during 52 of which they were becalmed, in the doldrums, she replied: "There was enough to do. We read, we sewed, Lily and I exchanged our jewelry, and most of all we gabbed. I asked Captain Colcord if I might go aloft. At first he said No, but finally I persuaded him. I donned a pair of the Captain's trousers, and climbed up hand over hand. The Captain ordered the mate to follow me up, in case I fell he could catch

me. Poor Lily was so excited watching me, that when I wavered a moment up on the crosstrees she thought I was going to fall, and she fainted!"

Asked what kind of food they had to eat, Mrs. Lockwood said: "The best canned goods, smoked ham, tongue, etc. liquors, etc. We caught a shark once, and you know, after the mate had cut him up into about a hundred pieces, each of those pieces went flipping and flapping around the deck! I shall never forget it. I celebrated my 25th birthday at sea and the cook baked a special cake!"

"We had storms, yes," she continued. "Fearful storms, when the Captain would lash Lily and me to the mast. Once I was nearly washed overboard and a sailor rescued me . . . the Captain was angry with me for breaking ship's discipline. There were only certain portions of the deck where the women were supposed to walk. Discipline was very important. We had a cargo of sugar, claret and sewing machines, and on hot days in the Tropics how that sugar did make the ship smell! Yes, we were seasick, sometimes.

"In 1889 Captain Colcord rescued 64 of the crew of the British ship Santiago, and Queen Victoria sent \$500. to him in appreciation of his heroism. He bought a gold watch and chain and a sextant, and there was \$75.00 left over, so Lily and I bought gold chain bracelets (Mrs. Lockwood still wears hers — in fact has never taken it off), with the inscription: 'Santiago—1889' engraved on a circular disc of gold."

Captain Felix Riesenberger, marine author, sailed aboard the "A. J. Fuller" in 1897-1898 and he records

\* January, 1938 issue.

his impressions in "Under Sail". He served under Captain Charles M. Nichols, who succeeded Captain Colcord. Captain Riesenbergsaid: "Those were the hard days of large ships and small crews. In clipper days, a flyer like the 'Sovereign of the Seas' carried a crew of eighty men. The ship 'A. J. Fuller' left New York for the voyage round Cape Horn to Honolulu, with only eighteen seamen, including the boy and the carpenter, the Fuller being a big three sky'sl yard ship of 1,848 tons register, 229 feet long." Mrs. Lockwood said that when she sailed in the "Fuller" in 1888 there was a crew of forty.

"One important thing I learned from that sailing ship experience," said Mrs. Lockwood, "was to be orderly. Shoes and clothing were

always hung near our bunks in case we were called out in the middle of the night. After fifty years I still have the habit of arranging clothes in an orderly manner before retiring."

This orderliness appears to be a characteristic of seamen, for if you visit a ship's foc'sle, or any of the private bedrooms at the Seamen's Church Institute of New York, you will observe how the seamen keep their belongings in a neat, orderly way.

Over the dining room mantelpiece in Mrs. Lockwood's Connecticut home, is a painting by W. H. Yorke of Liverpool, of the ship "A. J. Fuller" and standing on the poop deck may be seen "Dolly" and "Lily" the two women who made the trip around the Horn in 1888.

## Note for World Fair Visitors

IF WE were in town for the first time and had an interest in things maritime we'd take up a position along the Battery sea wall and just look. All of the metropolitan newspapers carry sailing and arriving tables and the ships which dock in the North River must pass the Battery. From the paper the visitor will be able to learn what vessels are arriving and the view from the Battery will be far more satisfactory than the one to be had at the piers.

Almost all of the steamship lines will issue visitors passes upon application. Pier passes to meet arriving ships may be had upon application at the Customs House, at Bowling Green.

We think, also, that we should

want to see a ship docked and the best place for this would be a spot on the bulkhead along West Street or, further uptown the same thoroughfare becomes Twelfth Avenue. You won't be able to see much from the dock itself.

South street up as far as Fulton is an interesting walk and if you are fond of fish you can investigate the markets around Fulton. We would take in the Seamen's Church Institute at 25 South Street\*, a ferry trip to Staten Island, and the wholesale markets on the West Side.

By ROBERT WILDER

ON THE SUN DECK

*The New York Sun, April 17, 1939*

\* Note: Visitors welcome daily 9 A.M. to 4 P.M.

## A Cruise on the Joseph Conrad

By Harry J. Pearson

Chaplain Seamen's Church Institute of New York

EDITOR'S NOTE: The Institute's Chaplain was invited by the U. S. Maritime Commission to sail in the Conrad from New York to Washington. Following is his report of his experience.

I BOARDED the Joseph Conrad at Pier 18, Staten Island on Monday, May 15 at 1 P.M. At 2 P.M. sharp Captain McCabe called all hands to take stations for unmooring. At 2:05 P.M. the command was given to let go lines and the Joseph Conrad began backing out from the piers.

Sailing out through the Narrows and through Ambrose Channel we proceeded on various courses until about 8 P.M. that evening. Scotland Light was sighted at 6:36 and shortly afterwards the gibs and spanker were set fore and aft. The mizzen and stay sail were set at 7:40 and the ship proceeded toward Barnegat Light. Sea Girt light was seen abeam at 8:54.

Shortly after midnight the vessel proceeded under power with all fore and aft sails set. A little later the engine was stopped. Barnegat Light was seen abeam about five miles distant. The Captain ordered fore and main top sails set at about 1:30 A.M. At 6 A.M. Tuesday the mizzen top sail and all top gallant sails were set. We proceeded under full sail throughout Tuesday and Wednesday. Tuesday afternoon at 1 P.M. all hands were called to quarters when fire drill took place and also instruction given as to how to abandon ship.

Wednesday from 12 midnight to 4 A.M. the vessel proceeded under all sail except the spanker. Reflection of Assatogue Island Light faded out over starboard quarter at about 2 A.M. Early in the morning the yards were braced slightly to star-



Ross Cameron, A.B.  
at the Wheel of the Conrad.

board and a little later Chesapeake Light was sighted. We lay off the Virginia Capes more or less becalmed for three or four hours on Wednesday hoping that the wind would change to Southeast and so take us up under sail through Chesapeake Bay to the mouth of the Potomac River. For awhile it seemed as if our hopes would be realized and we proceeded toward Cape Henry under all sail by the wind. However, the wind died out and with the fore and main sails clewed up and all other sail placed around to port tack we proceeded slow ahead on the engine. We passed in through the Virginia Capes at 5 P.M. Wednesday afternoon and steamed full ahead on engines up the Chesapeake Bay with all sail once again set.

Out in the Atlantic the sea had been full of heavy swells causing the vessel to list constantly anywhere



The initials "G. S." on the railing refer to the "George Stage", the Conrad's original name, when she was a Danish training ship.

from 15 to 42 degrees. The rolling motion caused the crew quite a little distress at first but very soon we all got our sea legs and rather enjoyed the ship's motion thereafter.

Thursday morning we proceeded up Chesapeake Bay on various courses. Almost before daylight all square sails were clewed up and we entered the Potomac River with engine running full speed. Fore and aft sails set, gibs and spanker set at 8:25 P.M. and then at 11:35 with all sails clewed up we anchored in twenty feet of water with starboard anchor holding and engine secured.

At 9 A.M. Friday morning orders were given to weigh anchor and we pulled out in the stream once again and headed toward Washington. Passing the Mt. Vernon Cemetery we observed a custom which is followed on all Government ships. Arriving at a certain buoy off Mt. Vernon the command came from the bridge 'attention port'! All hands faced port and stood at attention while passing Washington's home and burial place. The ship's bell was

tolled every ten seconds while the flag remained at half mast. It was one of the most impressive ceremonies that I have witnessed in quite some time.

We reached Washington Navy Yard and tied up at about 3 P.M. Friday afternoon. The thirty men who made up the crew of the Joseph Conrad for this cruise were volunteers. With the exception of two or three they were all young men around thirty years old. They were under discipline the whole time and the singular thing to me was the happy manner in which they responded to that discipline. They worked hard and as far as I could see there was not a shirker among them. Each man took his trick at the wheel and all shared in setting, clewing, and furling sail.

I lived in close contact with them during the cruise both in the fo'c'sle and on watches. One young fellow remarked to me that he had recently returned from a trip to the Mediterranean and Holy Land aboard an Export Company ship. That which he recalled with the greatest of pleasure was his visit to Florence when he had the privilege of listening to and enjoying Beethoven's Ninth Symphony. He spoke intelligently concerning this great work.

Another young fellow told me that the first place he intended visiting in Washington was the Smithsonian Institute. This will give some idea as to the caliber of men who composed the crew of the Joseph Conrad.

With the rough weather the first day or so was rather trying but afterwards the men seemed really to enjoy the experience.

I joined with those who took part in that cruise in a feeling of pride and also an appreciation of the privilege that was ours in sailing on one of the last of the remaining three square rigged ships to sail under the American flag.

## Character: In Crisis and in Calm

THE tragedy of the U. S. Submarine "Squalus" disaster brought to the attention of a sympathetic public the stern necessity for good discipline in a time of emergency. That the men of the U. S. Navy upheld the rigid traditions and requirements of the Service was to be expected. Woodrow Wilson once said: "Character is a by-product; it is produced in the great manufacture of daily duty." To seamen, both in the Navy and in the Merchant Marine, discipline is a part of their daily routine. Watches must be kept. Each man has special duties which, when performed, are reported to his superior officer. The smooth, clock-like working of a great passenger liner is possible because each and every person in deck, engine and stewards' departments, has individual assignments to carry out.

The comfort and safety of modern ocean travel have come to be taken for granted. When an S O S flashes from a liner in distress, the world knows that everything humanly possible is being done to meet the emergency. Men — and machines — geared to face the dangers of the deep — are uniting to prevent loss of human life. Whether it be a diver descending to rescue men trapped in a submarine, or a lifeboat crew pulling toward a sinking vessel to take off survivors, it is character which counts, in the final test, character is tested in calm, as well as in crisis.

Sometimes, a situation that is less spectacular, more humdrum, demands a greater test of character. A seaman, on the beach, awaiting a job may find odds against him as difficult (but not as dramatic) as raging seas and heavy winds when he volunteers to go in the lifeboat to the aid of a shipwrecked crew. If

he withstands the obstacles of unemployment, despair, bitterness, poverty, he wins no headlines or gold medals—but he does keep his self-respect.

That is what the Seamen's Church Institute of New York strives to do for the thousands of seamen who enter its portals: to foster and uphold the spirit of good will toward their fellowmen, toward their God, and toward themselves. In short, to advance the morale and calibre of the merchant marine.

So character may be developed in either crisis or calm. Alan Villiers, seaman author, expresses the idea of the lessons to be learned from a ship's voyaging: "For how like life is the voyage of a great sailing ship! The setting out with hopes and uncertainties; the long fight against circumstances; the overcoming of difficulties, only to meet more; the solution of problems, only to meet more; the facing of trials, only to meet greater; the sorrows and the disappointments by the way; and now and then the little happinesses, too. And in the end the port!"

"Only to meet more!" Most of our seamen were sorely tried during the depression years. Many had their hopes for jobs dashed again and again. Some found work ashore. Most of them have hung on, grimly, grateful for the friendly services available at the Institute.

We need your friendship and generous support to continue our character-building program — welfare, recreation, vocational training, the library, the Chapel — activities for which we cannot charge the seamen although they gladly pay the moderate charges for rooms and meals.

Won't you renew your contribution when your annual reminder is mailed to you, and if possible, *increase* your former gift?\*

\*Checks should be made payable to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK.

## How the American Shipbuilding Industry Contributes to the Prosperity of the United States

EDITOR'S NOTE: Twenty-six high school students from all parts of the United States will enjoy trips aboard American ships this summer, the voyages being their prizes for having competed successfully in the 1939 Annual Essay Contest, sponsored by the Propeller Club of the United States for the purpose of arousing interest in the younger generation in the importance of an adequate Merchant Marine. Following is one of the prize winning essays written by a sixteen year old girl student from the Horace Mann School, New York City. Miss Parry will make her trip aboard a United States Line ship to Liverpool and return.

By Muriel Hope Parry

*"What workmen wrought thy  
ribs of steel,  
Who made each mast, and sail,  
and rope,  
What anvils rang, what hammers beat,  
In what a forge and what a heat  
Were shaped the anchors of  
thy hope . . . !"*

THE scene is an American shipyard. Riding proudly on the ways is the S.S. NOKOMIS, an American-built cargo ship. As ships go, she isn't very big, only 7,900 tons, but when complete, and when multiplied by all the other ships built in American shipyards, the NOKOMIS represents a sizeable slice of the United States industrial pie. Into her making go raw materials and manufactures from every state in the Union.

The NOKOMIS began life on a drawing-board in a ship architect's office. Designing her put architects and engineers to work; putting her on paper kept a score of draftsmen busy. Into her design went knowledge of a dozen practical sciences that included not only shipbuilding itself, but also piping, refrigeration, electrical installation, boilers, etc.

When the series of blueprints and detailed specifications representing the first stage of the NOKOMIS' life had been accepted as conforming with the best available ideas on construction and with safety regulations, wheels of industry began to turn all over the United States. Michigan mined iron that a Pennsylvania mill would turn into steel—1300 tons of it—for the plates and angle bars of the NOKOMIS' hull; Oregon timber for keel blocks and staging headed for the shipyard; from Pennsylvania came coal to stoke the steel furnaces, and run the engines in the marine engineering works; Maryland manufactured copper pipe (whose ore may have come from Nevada) that a ship's coppersmith would later fill with cold resin (from New Jersey) before beating into a pump intake for the NOKOMIS; in Ohio tons of rivets were turned out for the all-important job of holding the ship together; in South Carolina cotton mills hummed to produce canvas for hatch and lifeboat covers. . . .

Dozens of raw materials, scores of manufactures — asbestos, wool, hemp, glassware, paints, firebrick, petroleum, valves, pumps, cedar, zinc, even pots and pans — awaited the word that sent them speeding to the shipyard where the NOKOMIS was taking shape in accordance with a carefully worked-out time schedule.

The result? Workmen in many occupations drew pay checks that gave them a buying power which in turn kept other workmen busy in occupations that have nothing to do with shipbuilding. Railroads, transporting the "makings" of the NOKOMIS to the shipyard, were able

to pay interest on their bonds; as a result bondholders had extra money to spend. . . .

And in the shipyard where the NOKOMIS was turning from lines on a blueprint into a tall, steel-sheathed shape, all was noise and bustle. In the comparative quiet of the yard office a model-maker prepared a half-block model of the NOKOMIS from which other workers "laid off" the ship, that is, drew her lines to full size to determine the exact dimensions of the more important parts of her structure. About the same time shipwrights and laborers laid keel blocks in the NOKOMIS' berth and erected staging from whose various levels platers, riveters, and painters would later work. Next came squads of platers, followed by those twin noise-makers, the riveters and calkers, armed with their pneumatic hammers. When platers and riveters and calkers moved on, other workmen moved in, each busy with his appointed task, each essential to the building of the ship.

The average citizen has no idea how many workers, how many trades, in addition to the amazing array of materials, take part in producing a modern ship. Engineers, architects, and draftsmen have already been mentioned. In the shipyard offices are all the managerial departments essential to modern industry. And the shipyard itself fairly swarms with men — mechanics, specialists, helpers, semi-skilled and unskilled laborers. No fewer than forty skilled mechanical trades are represented in the construction of a single ship — machinists and pipe-benders, welders, coppersmiths and patternmakers, tin-knockers and painters, electricians, joiners, tool-makers, shipwrights. . . . A thousand shipworkers earn good livings while the NOKOMIS is building, at a base pay rate of about 90 cents per

man hour, with piece-work adding to each workman's weekly total. Consider the favorable effects on employment of a widespread program of American shipbuilding!

But here is the S.S. NOKOMIS, ready for launching. Officially christened, she glides gently down the ways. Now another army of workmen takes possession of her. The interior fitting goes on apace. The NOKOMIS acquires all sorts of appurtenances and begins, after a time, to take on a shipshape appearance. At last she is ready for her trial run. Inspected critically on the trip, she is pronounced fit for her job in the world. Then, manned by officers and crew from the company which had her built, she leaves her birthplace.

From the moment that the first line of her design was set down on paper, the NOKOMIS began to contribute to the prosperity of the United States. Because of her, workmen in every state had work to do and, consequently, money to spend. Because of her, many industries, both major and minor, hung signs on their factory gates: MEN WANTED. Because of her, an expensively-equipped shipyard hummed with activity for several months, and a small army of workers labored contentedly. Because of her, a ship's personnel of American officers and sailors found themselves working instead of "on the beach." The NOKOMIS practically justified her existence before her propeller made its first revolution!

But her contributions have not ended with her building. As she drops down the harbor, with an American flag flying proudly from her stern and her holds filled with American products destined for foreign ports, the NOKOMIS is doing several indirect but important jobs: she is offering competition to for-

*(Continued on Page 12)*

## Crews' Accommodations



Crew menus are strictly regulated by the government, are invariably exceeded by shipowners. Here seamen aboard the Grace Line's "Santa Lucia" have a choice for dinner of soup, two entrees, two to three fresh vegetables, dessert of pie or ice cream and pudding, a salad, and coffee.

ALEXANDER BONE, British author, in commenting on the Board of Trade's new regulations that all seamen in ships of 2,500 tons or over must sleep aft or amidships (avoiding the bow, the most dangerous collision point); each watch must have its own sleeping quarters and accommodations must be larger and better ventilated than

in the past, writes: "The best point of all in the new rules is that there should be separate quarters for each watch. I remember, on old ships, the most maddening thing was to be waked up, when you were trying to snatch a few hours' sleep, by the watch on deck coming into the fore-castle . . . Landsmen think that be-

*(Continued on Page 12)*

### QUARTERMASTERS' QUARTERS . . .

This is a 4-berth room provided forward on the Santa Lucia for the four quartermasters. In addition to lockers, a fan, two portholes, and wardrobes, this room also has a desk where the men may do their writing. The life preservers in this room are placed conveniently in the event of emergency.



## Maritime Miscellany

### Shipwreck

Cursed by ill-luck from the start, the Japan-bound British freighter, with a cargo of scrap-iron, hit the rocks off Carol Island, about twenty miles west of the entrance to Puget Sound, Washington, and sank so quickly that her radio operators did not even have time to give her position. The crew of 36 were sent across the Continent to New York, and upon arrival here were brought to the Seamen's Church Institute of New York, 25 South Street. They had made the cross-country journey by train, sitting up in coaches, and they had no clothes except the ones which had been bought for them before leaving Seattle. They lost all their personal belongings when the ship sank. The ten officers and twenty-four seamen were sent home on the S.S. Georgic by the British consul on April 18th. While at the Institute the crew enjoyed the movies in the auditorium and the apprentices spent their time in the Apprentices' Room getting acquainted with other cadets and apprentices, and having their customary English afternoon tea.

### Memory Champion

Seaman Harry E. Wilhelm of York, Pa. entered the lobby of the Seamen's Church Institute of New York and challenged a group of seamen to recite the Declaration of Independence. No mariner, old or young, could do this. Whereupon, Wilhelm astounded them by reciting the entire Declaration, word for word, to the very end. Next, he recited the Constitution of the United States and was still going strong on the Amendments when we left him. Wilhelm calls himself "The Memory Master Marvel" and he left a job on a barge down in Baltimore to come to New York with the hope of

finding work at the World's Fair. Sol Bloom, he says, was impressed with his marvelous memory and particularly the fact that he could recite the Constitution. Wilhelm can also name the forty-eight states and their capitals in thirty seconds — something of a record, we would say. The Constitution, he says, took him a couple of years to learn — it contains 6,757 words. He can also astound you by naming the capital of a state, giving its population, when it entered the Union, its principal industries, et cetera. Wilhelm's other accomplishment is playing the banjo. With talents such as these, he ought to make a good cruise director.

### Sea Ballad Writer

Lieutenant Francis Alan Ford, U. S. Navy, has written a book of sea ballads, "The Gorilla of Hospital Cay and Other Sea Ballads", and there is one about a gorilla and one about a monkey which are tall tales, indeed. Lieutenant Ford happened to be reading an account of Zip, the clever monkey on the Chelsea piers who kept the U. S. Lines in an uproar all last winter, in THE LOOKOUT, so he sent to the editor his ballads. The gorilla of Hospital Cay is the tale of a schooner's mascot. The ship moored one day at an island off Cuba used as a coaling station. The mascot, a big gorilla, broke away and ran into a small Chinese laundry there. The Chinaman was startled to see the big beast jump upon the wash-tubs. He wheeled suddenly, grabbed a pail of steaming hot water and hurled it with a hissing sound at the gorilla. The tortured animal struggled back to his ship; his burns were bandaged and for long weeks he lay on the schooner's deck, chained. A year went by. The schooner returned to the island

and the poor Chinaman—could he believe his eyes—there stood the same big gorilla. The moral of this tale is that a gorilla, like an elephant, never forgets, and this statement is based on what was found of a Chinaman's remains.

The other tale is as gruesome. It concerns a monkey named "Gypo" whom the crew had bought in the Canal Zone. He didn't care for the main deck but preferred to roost upon the yard or the topmast head. He'd swing back and forth, 150 feet up, and would come down only three times a day for "chow". Prowling around the bakeshop he'd often steal a pie. The baker would curse Gypo who hastened up the mast to enjoy the dessert. One day the baker greased poor "Gypo's" tail with lard; he seized a pie, clambered up the mast but his poor tail went round the yard, alas!

## American Shipbuilding

(Continued from Page 9)

eign vessels to prevent foreign owners from boosting American freight rates too high; she is making possible a continuing supply of imports regardless of wars and blockades; she is giving us a "bottom" in which to export our industrial surpluses; she is representing, besides, a margin of safety, should war come, so that America will be independent of foreign ships for troop and goods transport. In short, the NOKOMIS and her American sister ships are helping to build the economic security which is the foundation of our national prosperity.

## Crews' Accomodations

(Continued from Page 10)

cause a sailor's life is spent in the wide open spaces he must get plenty of fresh air. Stewards get precious little, and stoke-hole hands get only a glimpse of sea and sky as they go from work to bed."

A pleasing feature of recent shipbuilding in the United States is the allotment of separate cabins for two men, as seen in the Grace Line pho-

tographs reprinted here. Not only in vessels of the liner class but also in cargo ships and tankers is it apparent that shipowners are considerate of the comfort of the crews. Separate mess rooms, smoking and reading rooms are often available, as well as bright, airy sleeping cabins, with two men as a maximum — thus the U. S. sets a new high standard for crews' accommodations.

## Book Reviews

### DEEP SEA PLUNDERINGS— TALES OF FACT

By Captain A. Halcrow

Oliver & Boyd, Edinburgh. 7/6.

These true tales of the sea are indeed "stranger than fiction." The story of the smack "Columbine" is as incredible as the famous "Mary Celeste." Diamond smuggling, whaling in the North, plague ships—sea adventure is here told in lively fashion—a book to be read and remembered. It is written by a sea captain who has a gift for graphic description in addition to having a wide and varied sea experience.

M. D. C.

### "STEAM CONQUERS THE ATLANTIC"

By David Budlong Tyler

D. Appleton and Co. Illus. \$5.00.

The extreme readability of this history of the transition from sail to steam makes it of tremendous significance both to the specialist in the shipping industry and to the layman who is simply interested in ships. Mr. Tyler has made an exhaustive study of the years when steamships were struggling to replace sailing vessels on the Atlantic, quoting from the vast store of source material available on both sides of the ocean. The volume is richly illustrated.

A. W. C.

### FAREWELL TO PARADISE

By Alfred Bragg

Keats Valery New York 1939 \$2.00

This slim volume of poetry is packed full of a longing for far horizons. In the earlier verses Mr. Bragg speaks of a compelling urge to find the enchantment promised in distant lands. The later poems, many of them in reminiscent vein, reveal that he has had after all that "courage to live his dreams" of which he despaired in "I Want to Follow the Prow of a Ship". He went to sea, found it a good life, and brings to his readers some of the color and beauty of the lands he has known.

There is an essentially sincere depth of feeling in all of the poems, imaginative beauty in many of the lyrics and at times a singing quality in the verses which, making no pretensions to great heights, nevertheless have an intensity of emotion which is very convincing.

A. W. C.

## New Institute Movie

The T. W. Willard Company has just completed, for the Institute, a 12-minute 16 mm. moving picture in SOUND and in COLOR entitled "Home From The Seven Seas." Mr. Lowell Thomas, famous radio and news reel commentator, has graciously donated his services in recording the commentary. The Institute now owns a sound projector and will be glad to send an operator to show the picture to any group wishing to see it, providing it is within reasonable distance from New York City. There is no charge in connection with the showing of the movie, but if a silver collection were taken up after the showing of the picture, this would be

appreciated, as it would help to defray the expense of hiring an operator, plus transportation costs.

For those who reside far from New York, but who would like to see a moving picture in color of the Institute's activities, we have available a two reel SILENT 16mm. film, with captions, which we shall be glad to mail anywhere, providing you pay the return postage, which usually amounts to about fifty cents.

Address inquiries regarding scheduling either of these pictures to THE LOOKOUT editor. Why not plan to include them in your Fall plans for your club or church?

## SUMMARY OF SERVICES TO MERCHANT SEAMEN

BY THE

## SEAMEN'S CHURCH INSTITUTE OF NEW YORK

FROM JANUARY 1 TO JUNE 1, 1939

- 116,470** Lodgings (including relief beds).
- 37,357** Pieces of Baggage handled.
- 299,406** Sales at Luncheonette and Restaurant.
- 98,559** Sales at News Stand.
- 9,995** Patronized Barber, Tailor and Laundry.
- 7,114** Attended **280** Religious Services at Institute, U. S. Marine Hospital and Hoffman Island.
- 7,797** Cadets and Seamen attended **597** Lectures in Merchant Marine School; **781** students enrolled.
- 18,926** Social Service Interviews.
- 4,649** Relief Loans.
- 2,045** Individual Seamen received Relief.
- 29,583** Magazines distributed.
- 1,911** Pieces of clothing and **192** knitted articles distributed.
- 1,273** Treated in Dental, Eye, Ear-Nose-Throat and Medical Clinics.
- 48,262** Attended **112** entertainments, moving pictures, athletic activities, concerts and lectures.
- 2,040** Attendance in Apprentices' Room.
- 96** Missing Seamen found.
- 487** Positions secured for Seamen.
- \$127,016.** Deposited for Seamen in Banks.
- 10,977** Attendance in Conrad Library; **1016** books distributed.
- 5,391** Telephone Contacts with Seamen.
- 803** Visits to Ships by Institute representatives.



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