

THE LOOKOUT



Courtesy, U. S. Maritime Service

SUPER RAFT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

Vol. XXXV

July, 1944

No. 7

Sanctuary

A prayer for use on Invasion Day was issued by the Right Rev. Henry St. George Tucker, in his capacity as President of the Federal Council of Churches.

Almighty and most merciful God, Father of all mankind, lover of every life, hear, we beseech Thee, the cry of Thy children in this dark hour of conflict and danger.

Thou hast been the refuge and strength, in all generations, of those who put their trust in Thee. May it please Thee this day to draw to Thyself the hearts of those who struggle and endure to the uttermost. Have mercy on them and suffer not their faith in Thee to fail. Guide and protect them by Thy light and strength that they may be kept from evil.

May Thy comfort be sufficient for all who suffer pain or who wait in the agony of uncertainty.

O righteous and omnipotent God, who, in their tragedies and conflict, judgest the hearts of men and the purposes of nations, enter into this struggle with Thy transforming power, that out of its anguish there may come a victory of righteousness. May there arise a new order which shall endure because in it Thy will shall be done in earth as it is in Heaven. Forgive us and cleanse us, as well as those who strive against us, that we may be fit instruments of Thy purposes.

Unto Thy most gracious keeping we commend our loved ones and ourselves, ascribing unto Thee all praise and glory, through Jesus Christ, Our Lord. Amen.

The LOOKOUT

VOL. XXXV, JULY, 1944
PUBLISHED MONTHLY
by the
SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

CLARENCE G. MICHALIS
President
THOMAS ROBERTS
Secretary and Treasurer
REV. HAROLD H. KELLEY, D.D.
Director

MARJORIE DENT CANDEE, Editor

\$1.00 per year 10c per copy
Gifts of \$5.00 per year and over
include a year's subscription to "THE
LOOKOUT".

Entered as second class matter July 8,
1925, at New York, N. Y., under the act of
March 3, 1879.

Address all communications to
SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

25 SOUTH ST., NEW YORK 4, N. Y.

Telephone BOWling Green 9-2710

THIS MONTH'S COVER

OFFICER CANDIDATES AT A MARITIME TRAINING SCHOOL ENJOY THE ROLE OF "STRANDED SEAMEN" on this new all-steel liferaft which gives greater protection against weather and more comfort than lifeboats. These Kokomo liferafts have cushioned seats for 20 men, spray and weather curtains, a stove and 12 bags of charcoal to keep the home fires burning or to warm some water for shaving! A twist of a dial will drop the raft into the water when needed.

The Lookout

Vol. XXXV

July, 1944

No. 7

"D" Day at 25 South Street

THROUGHOUT the game rooms and lobbies at the Institute on June 6th, when the news of the invasion was flashed, the faces of seamen and staff alike reflected the gravity and solemnity of the Day. Our Director, Dr. Kelley, conducted a special noon-day service in the Chapel which was well attended, very impressive and greatly appreciated by all.

Many of the seamen regretted deeply they were not "over there" taking part in the actual invasion, even though they had only recently returned from carrying supplies which were making possible the present action. Many, too, expressed the hope that they could ship out at once and "get into it." Seamen on well-deserved shore leaves flocked to War Shipping offices to sign on without delay. Their feeling duplicates that of seamen on freighters abroad who recently have been reported "jumping ship" in England to avoid voyages home so that they could sign on merchant vessels taking part in the initial landings in France.

Among the comments heard around the Institute were: "I made Casablanca and Sicily and I wish I were in on this deal."—"Boy, this is the day we have been waiting for." "I hope we smash right through." One seaman said that his son was a Lieut. Colonel with the invasion forces that landed in France and he wanted to get a ship that was going over right away. An-

other seaman, after the excitement of the invasion news, went to the Post Office and there found a note from our Missing Seamen's Bureau. His family had lost touch with him. He was thrilled at the prospect of a reunion and said "This is a Red Letter Day for us all, and for me personally, too. You have given me cause to remember the Institute and my friends here, forever." Then he sat down to write his folks a letter before signing on his ship.

The excitement of the day was too great for any relaxation. There were tense groups gathered around the radios in the Janet Roper Room, the various lounges and at the Janet Roper Club. A quiet seaman reading in a corner came forward, twisted the radio dial until he reached some news and then commented: "This is an historic day. The next big day will be—Victory."



Main Lobby showing Flags of the United Nations and Portrait of Mrs. Janet Roper.

Photo by Lawrence Thornton

Merchant Seamen Are D-Day Heroes*

By Wireless to The New York Times

LONDON, June 9—D-day would not have been possible without the Merchant Marine. Now that the long-awaited day is history and great Allied forces have been landed in France, it is permitted to indicate the part played by these intrepid civilians, whose deeds for the most part have gone unsung.

Probably it is not generally realized that the Merchant Marine has the largest ratio of casualties of any branch of the services, and many of the names on the list are not classified "wounded" or "missing." They were those of the men whose grave is the sea.

The whole picture of the Merchant Marine's heroic deeds will not be available for some time because of security. Working side by side with the British merchant navy and the Allied fleets, the American merchant marine has reached a new peak of glory, and into this latest venture it has brought all the hard-earned experience of such historic episodes as the African landings and the bitterly fought Arctic runs to Russia.

Ships Without Ports

For weeks before D-day hundreds of merchant ships which had been diverted from their regular runs for the invasion service roamed the waters near the British Isles without a port to come to. They were kept outside so the enemy would not see any great ship concentration at any principal port. At the prearranged time they rendezvoused, picked up their priceless cargo and sailed for France.

Undaunted by the threat of air attacks, sea mines, surface fire, submarines or coastal batteries, they fulfilled their mission according to schedule and returned to Britain's shores to start a shuttle service that will not end before Germany's unconditional surrender.

At their sides are a thousand or more British merchant ships with 50,000 seamen, many of whom have old scores to settle—scores that started at Dunkerque and were aggravated at Crete.

These men also were on the Arctic runs, they were part of the 500-ship armada at North Africa, they knew what it was to carry men and supplies

to the Middle East before the Mediterranean was open and to keep the breath of life in unconquerable Malta.

Crafts of Every Type

The ships that went to France were of every conceivable type of transport. Some were former luxury liners that even confirmed 'round-the-world travelers would no longer recognize. Others were no larger than good-sized barges or seagoing tugs. But most were new, the internationally known Liberty ships, designed to meet the needs of the war.

It is a long call since 1819, when the Savannah, the first steam-propelled merchantman, made a journey from the United States to England, but that was the beginning of what is now the backbone of one of the world's greatest war efforts. Old-timers and the historically minded like to go back even farther and recall that when the British repulsed the Spanish Armada there were 163 merchantmen among the 197 ships involved.

ARMY AND NAVY LEADERS HAIL MERCHANT MARINE

Gen. George C. Marshall, Army Chief of Staff, said:

"The men and women who build the ships, the men who sail them, are making it possible to transport fighting men and supplies wherever they are needed to defeat the enemy. The Army is deeply indebted to these men and women for their unceasing effort to do everything in their power to hasten the day of victory."

The message of Admiral Ernest J. King, Commander in Chief of the Fleet and Chief of Naval Operations, was:

"Because the Navy shares life and death, attack and victory, with the men of the United States Merchant Marine we are fully aware of their contribution to the victory which must come."

Gen. Dwight D. Eisenhower, Supreme Commander of British and American forces in the United Kingdom, cabled as follows:

"When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine."

A Living Legacy

THIS is the story of a will—a will left by a twenty-one year old boy from Oklahoma who went to sea as a radio operator. The will was left in the care of the Seamen's Church Institute of New York at 25 South Street, and it was enclosed in a letter addressed to the boy's father. It was not to be opened unless his mother received official notification of his death.

One spring day last year the boy's father and mother journeyed from Oklahoma City to New York. Heavy hearted, they had received the dread telegram announcing their son's death at sea when his ship was torpedoed. Arriving at the Institute, this is what they read:

"To Whom It May Concern:

I, Carl S. Dalbey, Jr., being of a sound mind and body, do hereby designate the following to be my last will and testament.

In the event of my death, I bequeath unto my dear mother, Mrs. Henrietta Boyd Dalbey, all monies, stocks, bonds in my name.

To my friend, William Huffman, I leave all of my personal effects that he may find useful—the rest of which may be disposed of as seen fit by my parents.

The above constitutes my worldly goods. My greatest possession of all, however,—my faith in Him and the Everafter—I bequeath to all the Poor in Spirit who may, as I have, find comfort in His blessings."

Carl must have had a premonition of his death. It was only his fourth trip to sea. He had been torpedoed on the first trip, spent 32 days in an open lifeboat, and on his second trip his ship hit a submerged object with much damage, but they saved the cargo. Although lost from their convoy due to a terrific storm, he made it across to England on his third trip, and on his return, was met in Washington by his mother where they were guests of Mrs. Roosevelt at tea in the White House.

A year has passed since young Dalbey was reported by the U. S.

NEW YORK LEADS STATES IN SEAMEN CASUALTIES

New York leads all other states in the number of merchant seamen casualties suffered since Pearl Harbor, according to a survey made by the American Merchant Marine Institute. Of a total of 5,565 merchant seamen who have been reported dead, missing or prisoners of war, 1,493 come from this state. Other states in order are Massachusetts with 472; Pennsylvania, 408; Texas, 401; and California 326. Every state has contributed some dead or missing to the battle of getting materials to the fighting fronts.

Navy as missing following action in the performance of duty and in the service of his country. Just what has this legacy meant to his parents? It has stirred them, not to weeping in a corner, grieving over the loss of their boy. On the contrary, it has inspired them to serve others. Here is how they have done it. First of all, Mrs. Dalbey organized a Merchant Marine Auxiliary in Oklahoma City and invited the wives, mothers and sisters of merchant seamen to become members; to knit sweaters and socks for the Merchant Marine; to pack Christmas boxes; to stimulate interest in the Merchant Marine and to aid the Maritime Service in its recruiting drive. Every week this group of devoted women meet, regardless of weather, at Mrs. Dalbey's home. In the ten months since they have been organized they have filled 244 Christmas boxes, made 132 knitted articles, collected 300 magazines, made more than a hundred comfort kits, money belts, scrap books, etc. They have sent their boxes and knit goods to the Seamen's Church Institute in New York which has distributed them to crews aboard ships. Many letters of appreciation have been received by Mrs. Dalbey's group from these seamen.

But Mrs. Dalbey did not stop there. She decided to adopt an or-

*Reprinted from The New York Times, June 10, 1944

phaned child, a lovely little seven year old girl—not just to fill the lonely place left in her heart by the loss of her only son, but also to give the little child a chance for an education and a home. She had come from a poor family and both her parents had died.

Just last week one of Mrs. Dalbey's friends adopted the little girl's ten year old brother, obviously inspired by Mrs. Dalbey's good example. Thus, the brother and sister will be associated together and will enjoy their childhood in happy surroundings.

One of Carl Dalbey's great friends was Fred Waring, popular orchestra leader of the Pennsylvanians. Recently, Fred, on hearing of the adoption by the Dalbeys of the children, commented: "Young Carl's life has not been in vain. These youngsters are having life and a chance because he lived." And Mrs. Dalbey replied, "Yes, it is consoling

and comforting to me to know that two children can have a chance in life because my boy gave his."

On June 11th Carl Dalbey was awarded posthumously the Mariner's Medal, Governor Kerr of Oklahoma presenting the award to Mrs. Dalbey, assisted by Mayor Heffner of Oklahoma City and Lieutenant Robert Connell of the U. S. Maritime Commission.

Carl, Jr. left a living legacy. On the doorway of Room 700L at the Seamen's Institute, one of the 756 individual bedrooms used by merchant seamen when ashore between trips, is a tablet with this inscription:

In loving memory of
Carl Shepard Dalbey, Jr.
Chief Radio Operator and Ensign
U. S. Maritime Service
Born October 22, 1921.
Went down with his ship which
was sunk by enemy action
in March 1943.
Given by his parents.

In the S.C.I. Mailbag

EDITOR'S NOTE: This letter from one of our faithful Western subscribers was elicited by an article published in our May number.

Mr. William Williams
Board of Managers
Seamen's Church Institute
of New York

Dear Sir:

Of course you will wonder who I am—and why this letter? In reply to this question I will say: I am a West Coast Pioneer born in San Francisco in 1862.

Today I saw your article in the May "LOOKOUT" in regard to the "Ocean Travel on the Pacific" and was very much interested in your few lines on the "S.S. Montana". All your father said of her is true. In March 1866 my mother and I made the voyage from San Francisco to Portland, Oregon, on the Montana—it took two weeks. The trouble was crossing the Columbia Bar—six times she reached the Bar

to be driven out miles to sea—the Columbia being in flood at that time.

My mother, who had crossed the Atlantic several times, said she "never expected" to set foot on dry land again. She was so exhausted that she was obliged to spend ten days at a Portland hotel before continuing her journey to Walla Walla, Washington. Some years afterward the Montana was considered so "unseaworthy" that she was burned up the Sacramento River for her metals.

In a pioneer talk I gave some years ago, the man who was engineer on that trip, heard of my story and sent me one of those large prints made of ships in those days—it was dirty and torn but I had it skilfully repaired, and with the engineer's consent, gave it to the Museum of the Washington State Historical Society in Tacoma, Washington. I have since made the trip to Europe in the Atlantic palatial steamers and

thought of my trip on the Montana so long ago—for as I remember, I was the only child on board and would take my mother's or some friend's hand and beg to be taken to see the wheels go around.

I enjoyed your article and wanted to let you know it. I also knew of the "Ajax" and the "Idaho"—all gone now. Thanking you for bringing back this memory.

Very sincerely yours,
Angie Burt Bowden
(Mrs. Edmund Bowden)

Some Sea Dogs

Edward Jacobiak, one of the ship visitors sent by the Seamen's Church Institute of New York to cover the pay-offs of crews of merchant vessels arriving in New York harbor, did such a good job of selling War Bonds at a recent pay-off that one sailor got himself into quite a pickle. It seems that the seaman in his wanderings had purchased a Russian wolf-hound to bring home to his kid brother, but when he was about to leave the ship with his pet, a Customs official stopped him at the gangplank and gently reminded him that he had to pay a \$5.00 duty on the animal. The sailor had purchased War Bonds and Travellers' Cheques with his pay and was therefore a little short on cold cash, so he decided to return the wolfhound to his cabin and await the dawn, when perhaps, the Customs official had gone home to sleep. On awaking the next morning, the sailor was not exactly elated when he discovered that "Mrs." Wolfhound had given birth to five puppies.

He had to cash three Travellers' Cheques to pay the \$30 Custom Duty at five bucks per pup.

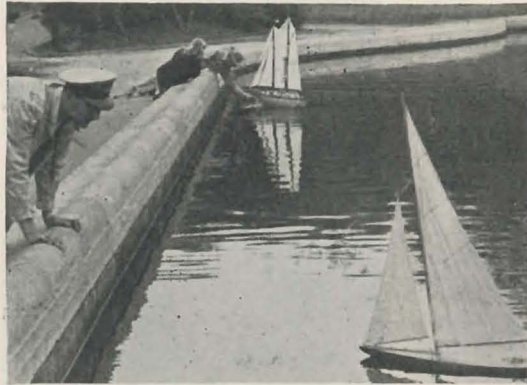
"Josephine" is the mascot of the U. S. Coast Guard ship whose crew was quartered for several months at the Seamen's Church Institute of New York while their ship was being repaired. "Josephine" became a favorite with the Institute's commissary staff and never had to beg for extra meat coupons. Before her ship sailed she became the proud mother of four puppies.



"Admiral Rags" is the official mascot at the U.S.M.S. Officers' School, Alameda, California and is one of the best known pooches in the Maritime Service.



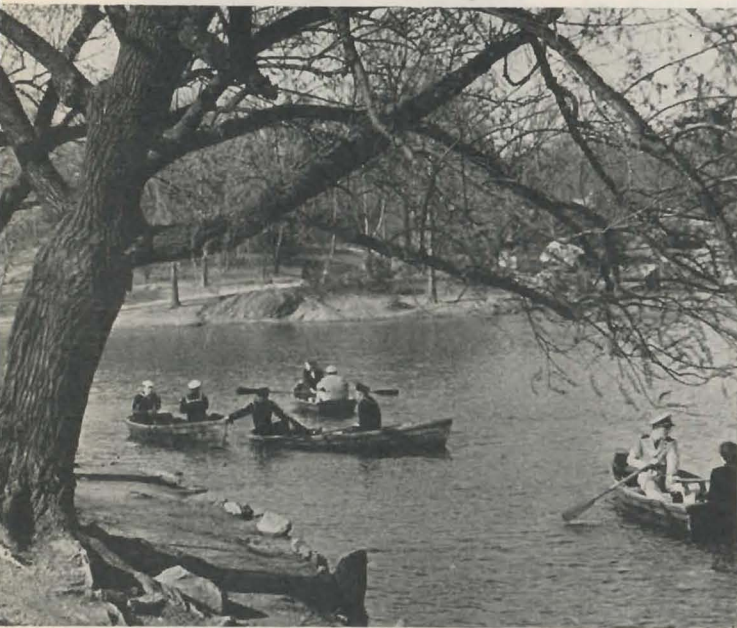
Seamen "Discover" Central Park



Seamen Enjoy Sailing Model Yachts on Conservatory Lake

SCENES

at and near The Janet Roper Club, 3 East 67th Street. Maintained by the Seamen's Church Institute of New York for Merchant Seamen and Their Families.



Rowing in Central Park Lake

Bicycling Trips Thru Central Park

Escorted by members of the chorus of the Broadway play "Oklahoma"

Photos by Marie Higgins



A Challenge for Today

SINCE the Institute's 100th birthday was celebrated on April 12th, 102 loyal friends have responded to our appeal to clear the last remaining debt of \$100,000. from our building during our Centennial Year. To date, the amount received is \$11,385. This leaves us with \$88,615 to go toward our goal. We know that many of our good friends have excellent intentions of contributing to our Centennial Fund but perhaps they have postponed doing so, realizing that there is plenty of time before December 31st. To such, we appeal earnestly that they send in their *pledges* now, and some indication of when we may expect their checks. This will help immeasurably in the Committee's efforts to raise this money.

One member of the Centennial Committee has offered this stirring challenge: "If nine others can be found between now and September 1st who will each give one-half a unit (\$500.) I will make the number ten. And if nineteen friends will each give us one-tenth of a unit (\$100), I will make the number twenty." Here is an opportunity to receive \$600. from one friend if our other loyal friends send in their gifts by *September 1st*. The constant use of all our lobbies and rooms by increasing numbers of seamen, because of the war, makes necessary renovations throughout the Institute's building. As soon as our building debt is paid off, we can use current gifts for much needed new equipment, repairs, painting, etc. and thus more effectively serve our seamen. Please make checks payable to SEAMEN'S CHURCH INSTITUTE OF NEW YORK and mail to Centennial Fund Committee, 25 South Street, New York 4, N. Y.

Teen Age Youth Volunteer for Merchant Marine

EDITOR'S NOTE: *The Institute, alert to changing conditions in the maritime world, is planning to arrange special recreational activities for the young boys being trained for the Merchant Marine in the New York area.*

AMERICAN youths are meeting the call of duty in this war, just as their forefathers have in previous periods of national crisis, officials of the War Shipping Administration Training Organization announced. Results of the first few days of recruiting, after a recent lowering of the age limits for Merchant Marine trainees, indicates that love of the sea is still an American heritage, WSA said.

Over 7,000 young men, between the ages of 16 and 17½ years, appeared before United States Maritime Service enrollment offices in 40 large cities to apply for training in the United States Maritime Service. Approximately 600 men in this age group have already been examined and ordered to report immediately to United States Maritime Service training stations.

WSA officials said this was the largest

turnout since the beginning of the war and exceeded all previous enrollment application totals for a similar period. Many of the applicants appeared with parents, whose consent is required.

USMS enrolling officers indicated that great care was being exercised in making selections and first consideration was being given to those young men most fit for duty or who possess special aptitude for the course of training established at the USMS training stations.

Accepting young men has been an established training practice in the maritime industry, WSA said. For many years, Great Britain, Norway, Denmark, France, and Sweden have conducted maritime cadet and seamen training schools and vessels that have prepared youths for careers at sea, and provided those countries with a trained and efficient maritime personnel.

Among the many famous Americans who have made important contributions to the history and traditions of the United States Merchant Marine and who began careers at sea at an early age are the following:

COMMODORE JOHN BARRY, first commodore of the Continental Navy, who went to sea at the age of 11. He was one of the first merchant marine officers commissioned by the Continental Congress for defense of the Colonies.

CAPT. JOHN PAUL JONES, whose remarkable accomplishments began at the age of 14 on merchant vessels and later, as a naval officer, established many of the traditions of our Navy.

STEPHEN GIRARD, merchant ship-owner, financier, and philanthropist, who shipped as cabin boy at the age of 12 and eight years later obtained his master's license.

STEPHEN DECATUR, SR., who began a notable seafaring career at the age of 13 and whose three sons served their country with distinction. Stephen Decatur, Jr., during the burning of the

USS Philadelphia in the harbor of Tripoli, contributed what history has recorded as "the most bold and daring heroic act of the age."

COMMODORE JOSHUA BARNEY commanded an American merchant vessel at the age of 15, when the master of the ship died at sea on voyage from North America to the Mediterranean.

CAPT. AMASA DELANO, kinsman of President Franklin D. Roosevelt, was a soldier in the Continental Army at 14, and commanded his own sailing vessel at 23. His writings are highly valued by historians for the graphic descriptions of the age in which he lived.

WSA officials said many lads who are now beginning to carve careers for themselves in our Merchant Marine, will in the years to come add further luster to the rich traditions of the service.

Atlantic Bridge

By Roger W. Stuart*

"WHATEVER else it is, this is a sea-borne-war," said a grim sea captain as his Liberty ship was being loaded. "We're carrying the men and the tools to fight with. Without our ships, the Allies' hands would be tied up tight."

Indeed, on a larger scale than any other in history, World War II is seaborne. Each infantry division fighting on some foreign field expends about 542 tons of ammunition in a single day. An armored division consumes 78,000 pounds of food daily. A mechanized division uses 18,000 gallons of gasoline every hour it is in action.

All these items, and more, have to be transported over thousands of miles of ocean by the biggest merchant fleet the world has ever known.

Ranging from guns and tanks to needles and thread, more than 700,000 different articles—in such quantities as to stagger the imagination—constantly are being loaded and sent overseas to keep American soldiers and their allies fighting . . .

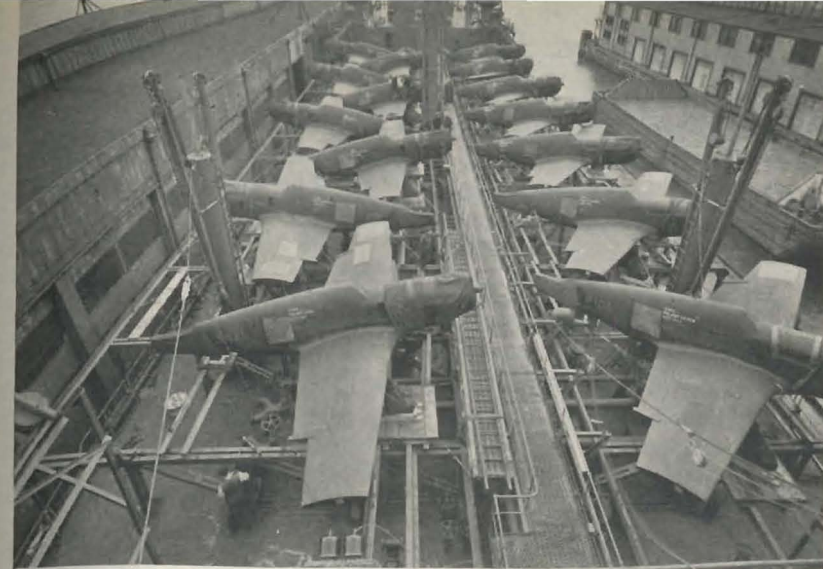
With the cooperation of the War

Shipping Administration and the Coast Guard, this writer recently boarded a small vessel to visit ships and piers by the score, to view loading operations and to talk with the officers and men whose task it is to see that the streams of material keep flowing in ever-increasing quantities to the far-flung battlefronts . . .

Standing on the swaying deck of your little cutter, you hold your breath as a giant crane hoists a huge railroad locomotive from a lighter and swings it through the air to the "phantom deck" of an already heavily loaded freighter.

You see airplanes by the dozen—and tanks and planes and guns and tires and landing barges—similarly placed aboard American freighters. Then you see these great gray vessels steam to a central point in the harbor and from there proceed to the place where the convoy is organized.

At length, as the ships—in such numbers that you do not stop to count them all—prepare to brave the hazards of the open sea, you begin to appreciate what it means to fight a war thousands of miles



Courtesy, U. S. Maritime Commission

from home.

"Look," remarks a Coast Guardsman, "those planes aren't taking up a bit of the usual loading space. That ship already has an ordinary load. The planes are going on top!"

And it is true—stretched above the well-filled hold is a framework of steel. Designed only a year ago, the framework is known as a "phantom deck". It is capable of bearing tanks and locomotives and other large equipment.

"It makes you sort of gasp to see it, eh?" says the Coast Guardsman.

At still another pier thousands of barrels of gasoline and oil are being placed aboard a vessel. And a WSA official explains:

"The job of transporting oil and gasoline alone is vast. A single bomber on a mission over Europe, for instance, will consume 2,000 gallons of fuel. A thousand bombers means two million gallons. On an all-out offensive front, you can put it down that the various vehicles, including land and air craft, will consume 12,000,000 gallons of petroleum a day."

"Is it like this constantly?" you ask the War Shipping official finally. "All this hurry and hustle in the harbor?"

Smilingly, he nods. "Uncle Sam today has 35,000,000 deadweight tons of shipping. And he needs it all. If you doubt it, just stop to think that every soldier requires five to 12 tons of shipping immediately upon landing in a foreign port. And that isn't all. He requires two tons of shipping per month to keep him going while in combat."

Pulling away from the last pier, you catch sight of a former passenger liner steaming down the river. No longer does it have its peacetime trim, however. Now its lifeboats have been augmented by rubber rafts lashed along the upper decks. The once luxurious interior has been stripped to make room for bunks. A medical dispensary occupies the space formerly taken up by a cocktail lounge. Khaki-clad men line the decks and peer from portholes.

"America's passenger liners, converted into troop transports," you are told, "have carried some 2,000,000 troops overseas so far. By July the number will have increased to more than 5,000,000. And that's just one more part of the many-sided jobs being performed by your Merchant Marine."

*Excerpts from a series of articles in the New York World-Telegram. Reprinted by special permission.

"He loved birds and knew all about them. He always wore a smile and his courage under two years of hospital life was as great as his heroism under fire. He was an excellent ambassador of good will."

THIS is the tribute paid to 21 year old Leslie Harrison, a British ship's engineer, by one of the Institute's volunteers, Miss Gretchen Green who knew him. He died recently, after a long illness spent at Bowne Memorial Hospital, Poughkeepsie, and was buried from the Institute's Chapel of Our Saviour.

At his funeral service his friends told of his modesty and cheerfulness. He had been commended for "brave conduct" while aboard a British tanker by King George, and a letter from his father stated that "a medal and some ribbons" awaited him in England. Inquiry revealed that Harrison had been on watch below with the second engineer when his tanker, carrying benzine and gasoline, was struck by a torpedo. Lights in the engine room went out. Benzine began to drip down. The "abandon ship" order was given.

But Harrison and the second engineer stayed at their posts and, joined by another engineer; repaired the engines. The submarine must have been out of torpedoes, for no second attack came. The ship stayed afloat, and although badly damaged in the after decks and after pump room, reached Colombo, principal seaport of Ceylon. Her precious cargo was unloaded when another tanker came alongside. Recalling the experience, Harrison told his friends:

"Do you remember Easter Sunday two years ago when the Japs

raided Ceylon? We were all aboard and the ship was anchored in the bay when they came over and dive-bombed us. Our tanker was smashed up again, and again we had a job repairing her. We made Bombay, and then we set out for New York. The poor old ship was buckling all the way."

According to Miss Green, Harrison loved the countryside of Dutchess County which reminded him of his home in England. He was also very fond of American comics, and his favorite character was Dick Tracy. Miss Green sent him a subscription to the Daily News to the hospital so that he could enjoy Dick Tracy's adventures daily. He was well liked by his American friends and in his quiet way promoted friendship among American and British seamen.



Photo by Marie Higginson

The Institute's Flag is Flown at Half-Mast During every Funeral Service for Merchant Seamen held in the Chapel of Our Saviour.

MAKING SEA WATER PALATABLE

Rafts and life boats will probably soon be equipped with a simple method of chemical desalination—the most practical method of producing drinkable water from the sea yet devised except distillation.

The equipment, invented by the Navy, is a marvel of compactness and simplicity. There are two chemical compounds compressed to the size of a bar of soap—and four plastic bags having a capacity of a quart each.

Sea water is transformed in the following manner: one of the chemical compounds is dissolved in a bag filled with sea water—this eliminates several of the unpotable elements in the water. Next the liquid is poured into a second bag which contains a filter sack. By this time the water is saltless, but it is entirely too alkaline to drink. The alkali is removed by pouring the water into the third bag where the second chemical is dissolved—then the water is finally filtered into the fourth bag and is palatable.

Courtesy "SHIPS" Published by Shipbuilders Council of America

ARMY THANKS SHIP'S CREW IN ANZIO RESCUE

Merchant Sailors Fought Fire and Saved Soldiers Trapped Below Decks

The crew of the Liberty ship *F. Marion Crawford* has received a vote of thanks from the Army for prompt fire-fighting and rescue work when the ship was hit by a nine-inch shell from a Nazi shore battery off Anzio beachhead in Italy.

The ship had been under constant attack from airplanes and shore batteries while its cargo of ammunition was being unloaded by a longshore battalion of American troops. After seventy-two near misses, and a shell had passed completely through the ship's bow, one finally found its mark in a hold where fourteen soldiers were unloading 75-millimeter shells. Two soldiers were wounded and a fire, started by the explosion, had all the soldiers trapped below deck.

The entire merchant crew turned out to fight the fire and several seamen groped through the thick smoke to the far end of the hold to lead all the soldiers to safety. The fire was out fifteen minutes later and the unloading of the vital supplies was completed.

The ship was repaired temporarily and reached the United States under her own power.

SEAMAN PERFECTS SUNSTILL FOR SEA

Two hundred years of effort by scientists to produce a device to convert salt water into drinking water without resorting to the use of chemicals finally has resulted in a "sunstill," which is being manufactured in quantity for the Army Air Forces.

Already more than 30,000 sunstills, tiny devices employing rays of the sun to purify salty or contaminated water, have been accepted for use by the Air Forces.

Developed by Richard Delano and William Miller, the invention was produced in the Gallowhur laboratories after two and one-half years of intensive research and labor.

Recalled From Sea

Mr. Miller, a 23-year-old ex-merchant seaman, was recalled from the sea to develop a deflatable model after completion of a fixed sunstill which, although successful, was considered bulky. The new model, when deflated, is as small as a man's fist.

A pint of fresh drinking water can be obtained from salt water in eight hours under average conditions, it was reported. Although the conversion process is more rapid in the tropics, since efficiency varies with the angle of the inclination of the direct rays of the sun, it will operate even in cold latitudes and when skies are overcast.

Except for purification of water by chemicals, Mr. Gallowhur explained, the sunstill offers the only portable method. "And the new process," he emphasized, "operates indefinitely. It is never out of commission through exhaustion of chemicals."

It was in 1942 when Mr. Miller, who had seen and approved the original invention of his colleague, Mr. Delano, suggested making the device even more efficient and practical in the form of a deflatable model.

Before he could go to work on it, however, he was called to sea. Shortly thereafter War Department engineers themselves suggested that a sunstill be developed which could be rolled up into a small space and inflated by lung power.

So Mr. Miller, who was aboard a ship bound for Russia, was intercepted at Freemantle, Australia. He flew back to New York and immediately returned to his interrupted task of perfecting the portable model.

Book Reviews



Drawing by Leo Hershfield from "Purser's Progress" By Tom O'Reilly

PURSER'S PROGRESS

The Adventures of a Seagoing Office Boy
By Tom O'Reilly

Doubleday Doran. \$2.00

This is the first study of the lighter side of the Merchant Marine. It is the saga of the S.S. Mulligan Stew and its purser who went down to the sea with clips and carbons. Anxious to round Cape Horn for "bragging purposes" the author gets his wish and enjoys a 36,000 mile jaunt. Having read "How to Abandon Ship" on his first night out, he prepares for the worst, learns a great deal to admire about his shipmates and tells his lively yarn so that you are buoyed up with laughter and with pride in our Merchant Marine. Intermingled with the humor are some dramatic anecdotes illustrating the hazards of life at sea in war-time. The book will probably win many new friends for our Merchant Marine. The cartoons by Leo Hershfield enliven the text.

M.D.C.

Mother of Navies*

Those 4,000 vessels that carried and continue to carry troops and supplies to Normandy have done a big enough job to make us appreciate at something like its real value the role of the Merchant Marine. Immense as is this cross-Channel service, it is but a larger chapter in the great book of achievements. Millions of men have been transported and the amount of supplies is incredible. We are told that 700,000 different articles have to be furnished in quantities almost incalculable. "It takes ten tons of equipment to get one man to the European theatre of operations and sixty pounds of supplies per day to keep him there."

Normandy is only across the street, as it were. Mediterranean, African, remote Pacific ports have to be reached. The men of the Merchant Marine have been exposed to Arctic ice and fierce Iranian suns. Death has threatened and too often overtaken them from destroyers and cruisers, from the air and

from under sea. Some have swum through seas of burning oil. Some have died of exposure or wounds or starvation. How many of us have known until a London dispatch in this newspaper that the Merchant Marine "has the largest ratio of casualties of any branch of the service"?

Its indispensable, quiet labor, its valor and endurance cannot be honored too much. If its hard and noble work is obscured in the vast spaces and crowded campaigns of this war, we ought at least to remember that the Merchant Marine was the mother of navies. In old days navies of merchant vessels composed largely the fleets of war. In the seventeenth century British, French, Dutch, Portuguese armed merchant vessels were still liable to fight on sight in Eastern waters. The armed ships of the East India Company, a trading concern, were merchant ships. Of these, too, was the first United States squadron, under Commodore Esek Hopkins.

*Reprinted from the N. Y. Times, June 13, 1944

"MERCHANT FLEETS"

By Critchell Rimington

A Survey of the Merchant Navies of the World.

N. Y. Dodd, Mead. 1944. Illus. \$4.00

Today a Merchant Marine is considered a necessary adjunct of its country's fighting forces. Here is an exceptionally well-planned and lucidly written survey of the world's merchant vessels. There are descriptions of the various types of ships with explanations of their functions and operations. And, too, there is a very large selection of photographs of the different ships of the world. These were chosen to include the largest number of different designs and functional characteristics.

One of the most interesting of the chapters in *Merchant Fleets* is "Sea Routes" by Robert G. Albion. This discussion of the sea lanes gives a birds-eye view of maritime history. Maps of the sea routes of the world are included.

Mr. Rimington has done a splendid job in his survey. From the first chapter on war-time merchant shipping to the last chapter which includes a list of shipping terms and their meanings, this book will be invaluable as a reference and fascinating to browse through.

Not only are the different types of ships of the Fleet described but the ideas and strategy now employed by the Navy in great battles are discussed. The language used is not too technical.

I.M.A.

"SHIP MODEL BUILDING"

By Gene Johnson

Cornell Maritime Press. N. Y. 1944.
\$2.50. 242 pages Illus.

Whether his blueprints are for a submarine or a clipper ship, the novice will find his problems considerably lightened with this book. Beginning with hull-shaping and ending with armaments and sail layouts, Mr. Johnson takes up all the stages of model ship building. The text is simple and clear and there are more than seven hundred and fifty illustrations for the ship-model builder to check his work by. Besides advice on construction, there are many suggestions for home-made tools as well as a list of those which can be purchased at the five and ten cent stores.

After reading "SHIP MODEL BUILDING" even the most unmechanically minded will feel that he too can build a ship model.

I.M.A.

THE GREAT ANSWER

By Margaret Lee Runbeck

Houghton Mifflin Co. \$2.00

This book tells of men in the Army, Navy, Coast Guard, Marines, Air Corps, R.A.F. and some civilians who have turned to God in the midst of danger and death and how they come to learn the efficacy of prayer and the power of faith. The author interviewed countless fighting men and discovered that in every theatre of war, from a machine-gunned lifeboat, to a houseboat evacuating soldiers from Dunkirk, to an aviator bailing out over England, came the same experience — of meeting God and finding Him a strength and a solace in time of trouble and disaster. The stories are told in narrative style, and the reader's interest is held as though the tales were adventure fiction. But taken together, the stories offer inspiration and confidence and great admiration for the young men who are risking their lives in this war. The author includes in the book several interviews with merchant seamen at the Seamen's Church Institute of New York who told her of their close brushes with death and of their renewed faith in God after these soul-shaking and sometimes miraculous experiences.

M. D. C.

LIFELINE—The Ships and Men of Our Merchant Marine At War

By Robert Carse

Wm. Morrow & Co. \$2.75

Robert Carse whose dramatic book "There Go The Ships" was published a year ago, has brought us another vivid picture of ships and seamen. He makes you feel the storms and the fog and the days of dull waiting for the deadly subs and planes. He makes you realize the courage of men who endure days in lifeboats. But he also tells of the home front phase of shipping—the efficient work of the War Shipping Administration, the training schools for merchant seamen and the gradually awakened interest by the public in our Merchant Marine. Illustrated with most effective photographs, the book inspires confidence that the convoys will go on—the Lifeline will not be broken, and the victory will be ours.

M.D.C.

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

BOARD OF MANAGERS

Honorary President

RT. REV. WILLIAM T. MANNING, D.D., LL.D., D.C.L.

President

CLARENCE G. MICHALIS

Clerical Vice-Presidents

RT. REV. ERNEST M. STIRES, D.D.

REV. ROELIF H. BROOKS, S.T.D.

RT. REV. BENJAMIN M. WASHBURN, D.D.

REV. FREDERICK BURGESS

*REV. DONALD B. ALDRICH, D.D.

REV. SAMUEL M. DORRANCE

REV. W. RUSSELL BOWIE, D.D.

REV. FREDERIC S. FLEMING, D.D.

REV. LOUIS W. PITT, D.D.

Lay Vice-Presidents

HERBERT L. SATTERLEE
FRANKLIN D. ROOSEVELT

ORME WILSON
HARRY FORSYTH

Secretary and Treasurer

THOMAS ROBERTS

WILLIAM ARMOUR
EDWARD J. BARBER
CHARLES R. BEATTIE
EDWIN DE T. BECHTEL
REGINALD R. BELKNAP
GORDON KNOX BELL
GORDON KNOX BELL, JR.
CHARLES W. BOWRING, JR.
CHARLES B. BRADLEY
GERALD A. BRAMWELL
EDWIN A. S. BROWN
*D. FARLEY COX, JR.
FREDERICK A. CUMMINGS
JOSEPH H. DARLINGTON
FREDERICK P. DELAFIELD
CLEMENT L. DESPARD
CHARLES E. DUNLAP

DE COURSEY FALES
FRANK GULDEN
CHARLES S. HAIGHT, JR.
*GERARD HALLOCK, III
AUGUSTUS N. HAND
OLIVER ISELIN
ELLIS KNOWLES
RICHARD H. MANSFIELD
CHARLES H. MARSHALL
W. LAWRENCE McLANE
CHARLES MERZ
GEORGE P. MONTGOMERY
JOHN LEWIS MONTGOMERY
*JUNIUS S. MORGAN
MORTON L. NEWHALL
HARRIS C. PARSONS
*JOHN H. G. PELL

FRANKLIN REMINGTON
*JOHN S. ROGERS, JR.
*CHARLES E. SALTZMAN
SAMUEL A. SALVAGE
*JOHN JAY SCHIEFFLIN
THOMAS A. SCOTT
T. ASHLEY SPARKS
J. HARVEY TOMB
CARLL TUCKER
ALEXANDER O. VIETOR
J. MAYHEW WAINWRIGHT
FRANK W. WARBURTON
ERNEST E. WHEELER
WILLIAM WILLIAMS
WILLIAM D. WINTER
GEORGE GRAY ZABRISKIE

HONORARY MEMBER OF THE INSTITUTE

JOHN MASEFIELD

Director:

REV. HAROLD H. KELLEY, D.D.

*Serving in the Armed Forces.

LEGACIES TO THE INSTITUTE

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

"I give and bequeath to **"Seamen's Church Institute Of New York,"** a corporation of the State of New York, located at 25 South Street, New York City, the sum of.....Dollars."

Note that the words **"Of New York"** are a part of our title. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."