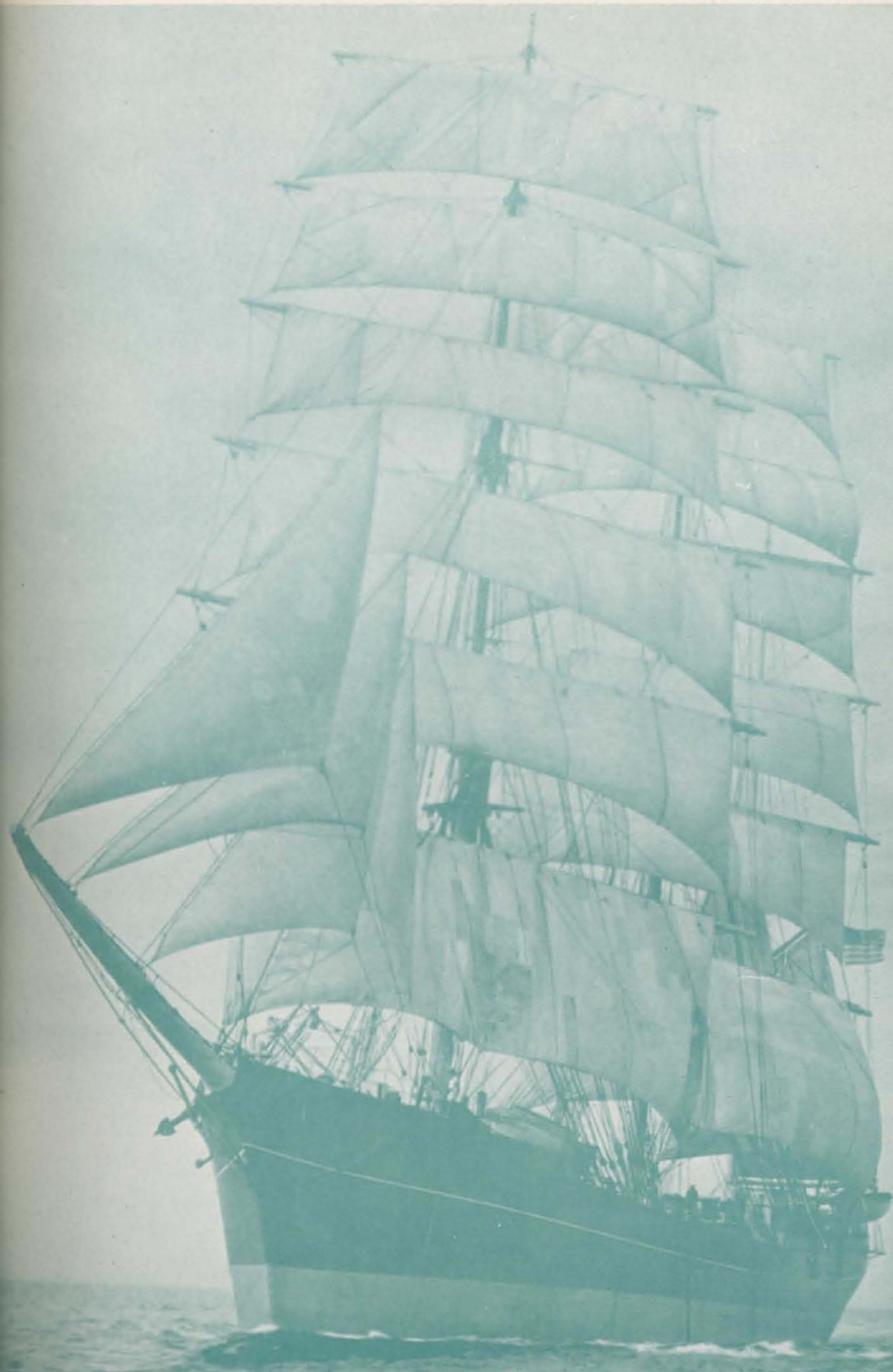


THE LOOKOUT



STAR OF FINLAND

Courtesy W. Williamson

REBIRTH OF THE WINDJAMMER—See Page 8

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXXIII—NUMBER 2

FEBRUARY, 1942

Sanctuary

O God, merciful and compassionate, who art ever ready to hear the prayers of those who put their trust in thee; Graciously hearken to us who call upon thee, and grant us, and especially to merchant seamen serving in the cause of liberty, thy help in this our need; through Jesus Christ our Lord. Amen.

(From Book of Common Prayer, adapted)

The LOOKOUT

VOL. XXXIII, FEBRUARY, 1942

PUBLISHED MONTHLY

by the

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

CLARENCE G. MICHALIS
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THOMAS ROBERTS
Secretary and Treasurer

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Director

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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

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

Telephone BOwling Green 9-2710

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. XXXIII

February, 1942

No. 2

Survivors



British Combine Photo

A raft-load of survivors being taken in tow by a boat from the warship which rescued them after their narrow escape from their burning ship and from the Nazi plane which strafed their life-boats.

EVENTS move so swiftly in the grim war at sea these days that a monthly magazine like THE LOOKOUT cannot possibly give up to date accounts of ships torpedoed. For the records, however, we wish to report on shipping events which occurred during the months of December and January. As we go to press word comes of the torpedoing of the Allied tanker *Coimbra* off Long Island, and the *Norness*, torpedoed sixty miles off Montauk Point, L. I., the *Allan Jackson* and *City of Atlanta* off the Atlantic coast.

THE LOOKOUT editor talked with some of the 19 survivors of the crew of the *Sagadahoc*, freighter of the American South African Line, torpedoed on December 3rd. They

were brought to New York on the Moore-McCormack liner *Argentine*. One seaman, James Boles, stayed at the Institute for a few days before going to the Marine Hospital on Ellis Island for an operation on his foot, which had been injured during the explosion which followed the torpedoing by an Axis submarine. He told us how the correct spelling of the freighter's name proved too much for the commander of the enemy submarine which loomed up in the darkness. After Captain Fred Evans of the *Sagadahoc* (named after an Indian tribe) had repeated the name several times, the Nazi commander shouted across the water: "Please spell that out". When the American skipper com-

plied, the voice again shouted: "I cannot understand the name of your ship — are you British?" (The United States was not at war with Germany on December 3rd). Finally, the Nazi voice called: "Sorry, I could not see your name, you didn't have your lights on." After that, according to Boles, the submarine disappeared and the men in the life-boat rowed for seven days and nights until they were rescued. Many of the crew were unable to eat the ship's biscuits, because of their dryness and the scarcity of water.

After the attack on Pearl Harbor, a number of American merchant ships — tankers and freighters — were attacked, including the Union Oil Company tanker *Montebello* (sunk by a torpedo); the Richfield Oil Company tanker *Larry Doheny* (shelled); the Texas Company tanker *Idaho* (attacked); the lumber carrier *Samoa* (attacked); the Standard Oil tanker *H. M. Storey* (shelled) and the tanker *Agawizworld*. No lives were lost in these attacks, but in the attack on the tanker *Emidio*, five seamen were lost and five injured. All the attacks have followed the same pattern; the submarines shell the merchant vessels first and then submerge and fire torpedoes. It is fortunate that merchant seamen are well trained to work quickly and act efficiently in emergencies, which accounts for the fact that relatively few of the crews are lost.

However, the real test of seamanship and stamina comes when, once the ship has gone down, the submarine has disappeared and the crew have taken to the life-boats or life-rafts. Then they must face the possibility of many sleepless days and nights on the open sea, far from land, with hope of rescue the spur that keeps them going.

The accounts of seamen and officers in the life-boats read like some-

thing from the pages of "Mutiny on the Bounty" or "Moby Dick". It seems unbelievable to pick up a morning newspaper today and read: "The boat in which the survivors were found was the captain's boat. Originally, there were nineteen in it, including the captain, but he and eleven others died of exposure before the warship came to their rescue. All the survivors were suffering from frost-bite. The first mate described the ordeal of three days in an ice-encrusted boat in the North Atlantic. 'We had about seventy pounds of corned beef,' he said. 'But the water supply froze and we had to chew ice to quench our thirst. The only hot food we had was broth made in a biscuit tin after we'd used part of the boat's gunwale to build a fire. The broth was made of corned beef and ice water.'"

Thanks to thoughtful friends, the Institute keeps its Sloppe Chest well stocked with warm clothing—underwear, suits, socks, sweaters, overcoats, shoes — in readiness for the torpedoed crews* which are brought to 25 South Street. We also give warm clothing to crews of ships sailing for Iceland and northern waters. Any gifts of woolen underwear, woolen socks, heavy sweaters, will be most welcome. They should be sent to the Welfare Department, 25 South Street.

*Our records show that crews of thirty-eight torpedoed merchant ships have found a safe haven and friendly anchorage at the Institute since World War II began. Their average stay here, (before shipping out again to face the horrors of the war at sea) has been about ten days.

*Will readers who like to bake send us batches of cookies for our cooky jar? We want to keep it full so that seamen may dip into the jar whenever they get that "small boy empty feeling". Please mail to the Welfare Department, 25 South Street, N. Y. C.

New Club Rooms



Photo by Marie Higginson

PATTERNED after its British, Belgian and Dutch club rooms for their merchant seamen, the Seamen's Church Institute of New York opened officially on January 12th its enlarged and renovated Seamen's Lounge for seamen of all nationalities at 25 South Street, although the majority of seafarers using the room are Americans.

Located at one end on the third floor, facing Jeanette Park, the club's rose and gray walls, green leather chairs, standing lamps, plants and small tables, the gift of Mr. and Mrs. Oliver Iselin, give a home-like atmosphere. Mrs. Iselin and a corps of women volunteers are active as hostesses in serving tea and cookies* to the men and in providing games, books, periodicals, cigarettes, etc. Among those who aid Mrs. Iselin in entertaining the merchant seamen while they are in the Port of New York are: Mrs. G. Hermann Kinicutt, Mrs. John Zaugg, Mrs. Gordon Auchincloss, Mrs. Beverly Bogert, Mrs. Lewis Cass Ledyard, Mrs. Charles Draper and Mrs. Chester Burden.

In opening the club rooms, Dr. Kelley, Director of the Institute, paid tribute to all the merchant seamen who are carrying the cargoes of oil, supplies and munitions in the

grim war at sea and whose devotion to duty will help to bring victory. He said he hoped that funds would be donated so that the new decorations and furnishings could be extended the entire length of the third floor game room which is greatly in need of renovation. He also thanked the women's committee for their zealous efforts to provide comfortable recreation quarters for the men who do not wear uniforms but who nevertheless fight the essential battle of transportation on all the seas.

Special entertainments are being planned for the men who use the new lounge. The Committee particularly appeals for prizes for Bingo (of course no entry fee, no gambling) — a most popular game; these could be candy, cigarettes, neckties, handkerchiefs, etc. (all such contributions should be sent to the Welfare Department—25 South Street).

It is amusing to watch the seamen enjoying Bingo. When one of the staff calls the numbers he says "Downing Street" for the numeral 10; "South Street" for the numeral 25; "Times Square" for the numeral 42; and so on, and the men get a lot of fun out of the bewildered looks of newcomers who are not on to the way of calling the numbers.

Captain Huntington Retires



Photo by Marie Higginson

CAPTAIN ROBERT HUNTINGTON, principal of the Merchant Marine School at the Seamen's Church Institute of New York for over twenty-five years, has been made principal emeritus. His successor as principal is Captain Frederick Just who has been serving in the capacity of navigation instructor since 1938.

Captain Huntington is regarded in shipping circles as one of the best navigation instructors in the country. Many officers in the Merchant Marine, Navy and Coast Guard learned navigation, charting courses, shooting the stars, taking bearings, etc. from Captain Huntington. During World War I he trained several thousand men to qualify for examinations as officers. Of early fame was his inauguration, in 1921, of a small radio station, KDKF, on the roof of the Institute, which received messages from ships not carrying doctors, and which relayed these messages to the U. S. Public Health Service. He is credited with saving many lives by the miracle of radio. In 1922, the potentialities of radio medical aid service being demonstrated, the Institute turned over the service to the Radio Corporation of America, which established the Ra-

diomarine Corporation of America. The call MEDICO takes precedence over all radio calls except SOS. Hundreds of small ships avail themselves of this service when seamen or passengers are sick or injured. Diagnosis and treatment by Public Health Service doctors are radioed and cures often result.

In order to assist ships' officers in understanding the medical terms used by the doctors in the MEDICO messages, Captain Huntington helped the late Rev. Archibald R. Mansfield, D.D., Superintendent of the Institute, in establishing first aid courses at the School, and these have continued.

It was Captain Huntington who first suggested to the United States Government the use of Hoffman Island for training merchant seamen. The largest school in the country under the Maritime Commission is now established there.

Captain Huntington was born in Galveston, Texas, and at the age of nine felt the call of the sea, and served aboard sailing ships for many years. When the Spanish-American war broke out, he served as quartermaster aboard the gunboat *Albatross*. He next became master of the 1200 ton barque *Guy C. Goss* in the

Alaska run. From 1912 to 1916 he conducted a navigation school in Boston and in 1916 was called to the Institute at 25 South Street, where he established the Merchant Marine School.

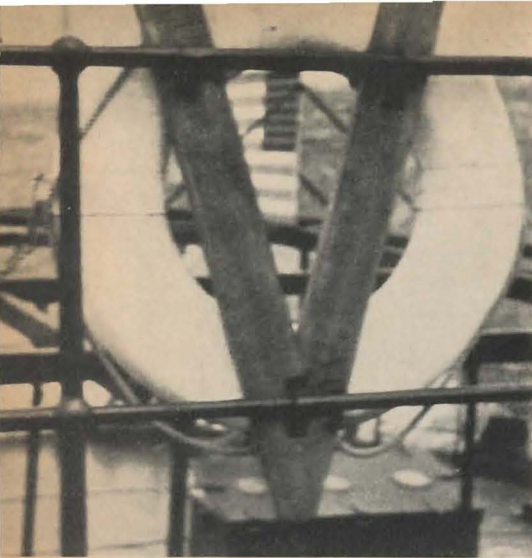
Captain Frederick Just, the new Principal graduated from the New York State Merchant Marine Academy in 1904. Among his instructors aboard the schoolship *St. Mary*, was the late Captain Felix Riesen-berg, noted seaman-author. From 1913-15 he served aboard the schoolship *Newport* as chief quartermaster and instructed the boys in seamanship. Other sailing ships on which he served were the four-masted bark *Acme* and the brigantine *Carnegie*, the non-magnetic vessel used for scientific expeditions. In 1916 he served aboard his first steamship, the tanker *Petrolite*, as third mate. In 1917, at the outbreak of war, he was navigating officer on the S.S. *Hilonian* which was torpedoed by a German submarine in May of that year, off the coast of Italy. Two of the crew were lost, but the rest took to the lifeboats and rowed, reaching shore after several days. Captain Just returned to the United States and joined the U. S. Navy with the rank of ensign. He was assigned to the U.S.S. *President Lincoln* and rose to the rank of Lieutenant, Senior Grade, serving under Admiral Yates Stirling. On May 31, 1918, the *President Lincoln* was torpedoed in mid-Atlantic; all but 23 of the crew of 875 were saved. Captain Just was in command of one of the lifeboats and after 17 hours, was rescued by the destroyers *Warrington* and *Smith*. The commanding officer of the *Lincoln* on that eventful voyage was Captain, now Rear Admiral, Percival P. Foote.

Captain Just was then assigned to shore duty in the Brooklyn Navy Yard, and later was transferred to the U.S.S. *Lake Blanchester* as executive officer and later he became commanding officer. In 1919 he served as chief officer of the Red Star liner S.S. *Wheaton*, followed

by the *Amphion* and then as chief mate of the full-rigged ship *Arapahoe*. From 1920 until 1930 he served on various merchant vessels and obtained his master's ticket. He became marine surveyor for the U. S. Protection and Indemnity Company and vice-president of the Merchant Marine Officers' Guild. Captain Just is very busy these days giving courses in aero-navigation to aviators, "refresher" courses to men preparing for commissions in the U. S. Coast Guard and Naval Reserve, as well as conducting regular courses in navigation for merchant marine officers and unlicensed men studying for raises in grade. When interviewed, he pointed out the importance of the science of navigation to aviators in this war. He said:

"Aviation authorities recognize the importance of carrying navigators as well as pilots, for in wartime navigators must be able to plot courses and changes of position quickly in combat. Furthermore, with the use of airplane carriers, airplanes must be able to return to their home base which is a moving ship, and accuracy in determining ship's position is important. During blackouts the beams on airports may be discontinued and pilots must rely on their navigators. With the advent of larger planes and long distance flying, it is economical to carry navigators who can plot courses for the shortest possible routes, to conserve fuel. Our School is glad to do its share in national defense by preparing young men, through its courses in navigation and aero-navigation, for later service in the Army and Navy air forces, in the Coast Guard and Merchant Marine."

About three hundred boys from thirty New York high schools are getting their first taste of navigation by enrolling as Aeronautical Cadets, under the supervision of the Institute's Merchant Marine School faculty. Instruction is free. They attend classes after school hours on Mondays, Wednesdays and Fridays.



A VICTORY SALUTE
FROM AN AMERICAN FREIGHTER

*Photographed by Seaman Donald Storms in 1939
The regular mount for the Life-Ring forms a natural "V"
and antedates the "V" for Victory slogan.*

American Merchant Seamen Carry to Strategic Points

VITAL MUNITIONS

IMPORTANT SUPPLIES

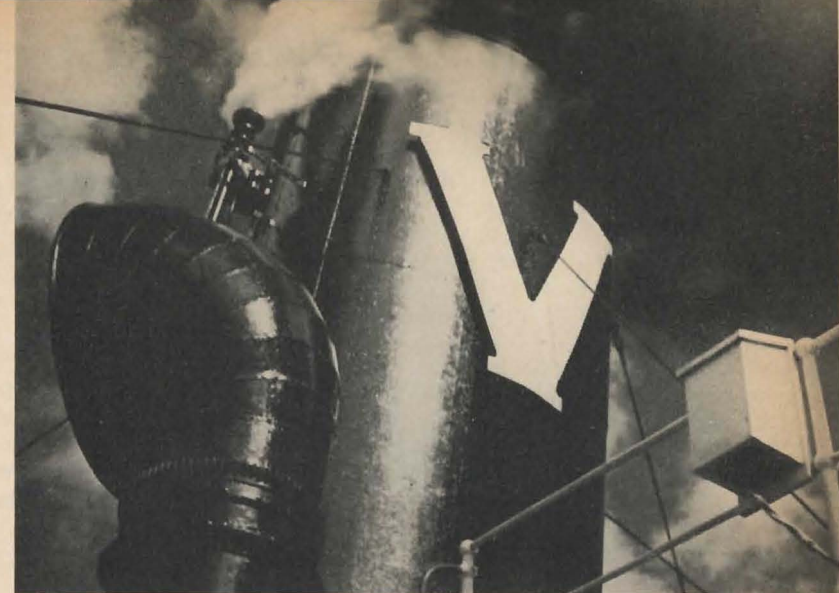
CARGOES OF FOOD

TANKS AND GUNS

OIL AND RUBBER

REGARDLESS OF SUBS, MINES,
TORPEDOES, S

YOU CAN COUNT AMERICAN
SHIPS SEAMEN TO
"CARRY



A VICTORY SALUTE FROM AN AMERICAN TANKER

Photographed by John F. Kennedy, Radio Officer, Socony-Vacuum Oil Co. in 1938

YOUR HELP IS NEEDED TO WELCOMER THESE MERCHANT SEAMEN

SALUTE TO SEAFARERS — "To all braves and all intrepid sailors and mates,
And all that down doing their duty."

—Walt Whitman

NOW, more than ever before, are Americans realizing that the war at *SEA* must be won, and that winning it, depends on the personnel of the Navy, Coast Guard and Merchant Marine. Vital supplies of oil, food, munitions, and soldiers must be transported across vast stretches of water in order that the war on *LAND* and in the *AIR* may be won.

The Institute's responsibility is the men of the *MERCHANT MARINE* who are so essential to commerce in peacetime and so important to defense in wartime. Our extensive recreational activities are a great boon to the *MORALE* of these men. They sincerely appreciate a pleasant, clean, comfortable place to stay, a chance to forget — for a brief time — the horrors of the war at sea.

Reading, games, dances, movies, concerts, athletics — all help these unassuming men to enjoy their shore leave before going back to their jobs of carrying the cargoes that will make *VICTORY* possible.

Again we turn to you, whose interest and support have encouraged us to carry on, asking for generous expression of your interest by renewing your last year's gift promptly when it falls due. *EXTRA* gifts will be particularly welcomed — because of the war all of our services to seamen have been extended to meet increased demands.

Kindly send contributions to the
SEAMEN'S CHURCH INSTITUTE OF NEW YORK
25 South Street, New York, N. Y.

Rebirth of the Windjammer

LOFTY windjammers are again serving their country. The nation's emergency shipping fleet includes a number of old-time square-rigged sailing vessels which have been rebuilt and now carry important defense cargoes to strategic points.

Among the sailing ships that have received new life in recent months are the famous bark *Star of Finland*, pictured on this month's cover, which has been renamed *Kaiulani*. Recently, she sailed from Aberdeen, Washington, with a full load of lumber for an unnamed British port. According to a letter which THE LOOKOUT editor received from her new owners, the Compania de la Estrella, S.A. "The entire cargo is to be used for defense purposes. She is still strictly a sailing vessel and is making the voyage as such. She has been thoroughly reconditioned and equipped with sufficient stores for the voyage and we believe should make a good passage if wind and weather are favorable. As far as we know, she is the last square-rigger which will be put in commission in the United States."

Since receiving this letter, we have made inquiries in other parts of the country and discovered that a number of other sailing vessels both schooner-rigged and square-rigged are being reconditioned to do their share in transporting defense cargoes. One of these is the 335-foot *Marie*, a six-masted schooner, for years a gambling ship known as the *Tango* and more remotely as the *Mary Dollar*. She is now being rebuilt in a shipyard in San Pedro, California. When completed and ready for cargo carrying, the *Marie* will probably be the largest schooner in the world and one of the few with six masts. Her tonnage is 3,100 (gross) and she will carry such cargoes as lumber, case oil, or grain. Captain Thomas Miller, who is in charge of the re-

construction work on the *Marie* once supervised the rebuilding of the square-rigger *Tusitala* which is now used for training of merchant seamen in the U. S. Maritime Commission Training Service, as is also the square-rigger *Joseph Conrad* in which Alan Villiers sailed around the world in 1935.

Another sailing vessel now in defense work is the powered four-masted brigantine *Sea Cloud*, given by her owner, Joseph E. Davies, to the U. S. Navy. She will be used for coastal duty by the U. S. Coast Guard.

Crew Recovers Abandoned Ship Men Return to Tanker as Rescue Pleas Fail.

Along the New York water front they are telling the story of the determined crew of the torpedoed British tanker *Ensis*. For three days and nights they bobbed around in a lifeboat and then in desperation they climbed back aboard their crippled vessel and nursed her 1,000 miles across the Atlantic into Halifax.

When the ship was struck, the crew abandoned her immediately. Drifting alone on the ocean they set up a portable radio and frantically sent out messages for help.

"Require assistance urgently," they transmitted over and over again, adding their location.

This was, however, of no avail, for although radio operators at sea heard it they could merely sympathize. They were afraid to make the rescue for fear of being attacked by the submarine that hit the *Ensis*.

When, after the third day, the radio was silent, listeners assumed the crew was lost. It was then, in reality, that volunteers among those in the lifeboat were climbing aboard the listing *Ensis* and closing her tanks and watertight bulkheads. On a tanker, some tanks may be closed while others may be filled and in this way the vessel may be balanced.

The 6,207-ton ship was en route from England to Canada in ballast and so had plenty of buoyancy. It was still a long journey in.

—NEW YORK SUN.

Clipper Ship Diary

A COLLEGE professor who made a 118-day voyage aboard the clipper ship *Surprise* kept a careful diary of happenings from October 26, 1870 until his arrival in Shanghai on February 22, 1871. We are pleased to reprint in THE LOOKOUT a few excerpts from his diary through the courtesy of the professor's daughter, Mrs. C. L. Pashley, 521 Clinton Avenue, Brooklyn. Mrs. Pashley read that the Institute was planning to service covers for the maiden voyage of the *Surprise*, new cargo ship of the United States Lines named after her illustrious clipper ancestor, and told us of having in her possession a record, kept by her father, Professor William C. Peckham of Adelphi College, of his voyage aboard the clipper ship *Surprise*.

The *Surprise*, by the way, is the same clipper on which President Roosevelt's mother made a four months trip to Hong Kong when she was a child of eight years, accompanied by her mother. Professor Peckham made his trip as tutor and chaperon for a young boy whose father awaited him in Shanghai.

Several hundred closely written pages, legible but with a curious shorthand, required some time to read, but we were well rewarded. Here are a few lively excerpts from the professor's diary: "I shall keep my journal (he writes) as a sensible landsman would, by sunrise and sunset, and not adopt any oddities of men of the sea."

Cockroaches

"Cockroaches are abundant and can run like race horses. They eat nothing but leather and horn; if you're ever where they are look out for your toe nails! The water pitcher always has a lot of poor drowned ? floating in it. The survivors troop across the table and on to your plate in no way dismayed by the sad fate of their comrades. One gets to be in a way fastidious while travelling in such company



From the Painting by Charles Robert Patterson
CLIPPER SHIP "SURPRISE", 1850

and the company seems to be inseparable from a ship."

Among events recorded on the voyage by Professor Peckham was "speaking" the famous ship *Cutty Sark*; the U. S. Frigate *Guerriere* "on duty to enforce the neutrality laws;" rounding the Horn; rescuing a whaler and numerous storms and gales.

The *Surprise* carried livestock: six pigs, six chickens, six turkeys and six geese. The professor describes this: "One of our great sources of amusement is to see the pigs and turkeys about the deck where they are often let out to run. Then of course, it is funny to see them caught and consigned to their pens again. We are down to three turkeys and hope to save these for Thanksgiving Day.

Sailors' Bread

"The bread" (he writes) "the sailors eat is pretty hard looking stuff. I had an idea the pilot bread was sailors' food but this is very different from that. It is called medium bread, while those who would dignify it speak of it as Navy bread. It contains some wheat, but the bulk is beans and peas; it makes a greyish mixture and baked very hard. Ships carry a large store in case of accident, and so it may get

to be several years old before it comes to the table. Many of the barrels get various kinds of live-stock in them — one creature is the weavel who perforates the bread with numerous small round holes. If too many holes, the bread goes to the pigs; otherwise, the sailors must eat it."

The captain of the *Surprise*, who had his young bride with him, was a sort of Dr. Jekyll and Mr. Hyde type of person. The professor writes in his diary: "One Sabbath the captain decided to hold a service. The American flag spread over the capstan made a very respectable pulpit. If it were not a sacred worship service I would see something ridiculous in the Captain reading prayers and sermons one hour to men whom he had roundly cursed with the same mouth a few hours before."

Storm

In describing a storm he writes: "At 5 P.M. a heavy squall came on us from the N.N.W. very unexpectedly. All hands were called to take in sail and I had the satisfaction of seeing the sails furled in a gale of wind, a sight I do not care to see again. When the storm was at its height I saw St. Elmo's fire. Superstitious seamen do not like to see this . . . The woodwork of the cabin and bulkheads creak horribly every time she rolls. When the waves strike the sides of the ship they break against her with the noise of a heavy cannon and the force is that of a heavy boulder hurled with Titanic hands against her sides . . . The way in which the dishes and the food slip about the table and the floor, and the capers one cuts in getting about the ship, would be ludicrous but I am too seasick to have any eye for the comic side of the situation. Harry has enjoyed the day exceedingly and he got wet through. I think his enjoyment came in some degree from ignorance of the sea and from a genuine boy's love of peril."

"While in the steady trades the sailors scrape the iron chains and

the rigging and bolts, rings and everything about the ship preparatory to painting them . . . Today the sailors were making spun-yarn, spinning a 3-strand cord from small cords which they pull out of ropes and then tar and spin. It is a hard operation. A heavy wheel on a long axle is all the machinery they have. As the wheel and spindle twist the cord another sailor rubs it down smooth with a tarred rag and when a long piece is twisted it is wound upon the spindle and they start again . . .

"My every day is constant thanksgiving that I never became a sailor. It is the worst kind of life — no home, save a wet, dirty forecastle; no friends, every man's hand against them on the water at the mercy of pitiless and puny tyrants, on land fleeced by land sharks, poorly fed, exposed to all weathers, no release from work — a ceaseless rover, only remaining long enough ashore to spend his last wages at the boarding house bar and brothel — he is indeed a proper object of compassion. My little discomforts fade into insignificance when I see these men work, suffer and endure so much.

Sea Birds

"A curious superstition of the sailors came to my notice today. It relates to the birds who are in sight nearly all the time. They say they are the transmigrated souls of the sailors who have been wrecked off these stormy, southern Capes. The Captains have become Albatrosses. These are the largest and noblest birds we see. The Mates are changed to Gonies or Bobbies. These birds are very pretty and not a great deal inferior to the Albatrosses in size. Then there are the Mormons, who represent the black cooks and sailors. These birds are jet black creatures, fat and greasy, who live on fish and look like embodied darkies. The stormy petrels they divide into three sorts. The large ones are able seamen; the next size are the ordinaries and the smallest ones the boys. These Mother Carey's chickens are very abundant. The name

Petrel comes from Peter, because he walked on the sea, and they seem to do so very often.

"The *Surprise* can carry 22,000 chests of black tea and 19,500 green tea. They stuff her full."

Editor's Note:

The conditions of seamen have improved, but the SURPRISE diary still stands as a demonstration of the need of friendly places like the Institute where seafarers may go when their ships are in port.

First Day Covers Cancelled

War conditions have made it necessary to cancel first day covers on all maiden voyages of American merchant ships until the return of normal shipping conditions. This applies to the C-2 cargo liners of the United States Lines: *Lightning*, *Surprise*, *Sea Serpent*, *Shooting Star* and *Stag Hound* and also to the new ships of the American South African Line, *African Comet*, *African Meteor* and *African Planet* which have been taken over by the United States Navy for defense purposes and therefore will not enter the America-South Africa service as originally planned. This announcement will be a disappointment to stamp collectors who had reserved first day covers on the maiden voyages of these ships.

It is hoped that collectors will permit the money which they sent in for covers to be turned into the Fund for the welfare of torpedoed, shipwrecked crews and for recreation services to merchant seamen at the Seamen's Church Institute of New York, which was to have received the proceeds on the sale of these covers. However, collectors may have their money refunded by sending a stamped, self-addressed envelope to the Seamen's Church Institute Cover Agency, 25 South Street, New York City. All money not claimed by March 1st will be turned over to the welfare Fund.

It is hoped that after the war, as new merchant ships are constructed, the first day cover plan may be resumed.



From the painting by Hunter Wood
CLIPPER SHIP "SEA SERPENT", 1850

Shipwrecked Men Let Help Go By

For seven days a ship's boat, filled with survivors from a torpedoed ship, had been tossing on the Atlantic when, in the dusk, the haggard sailors sighted a convoy passing three miles away. Frozen, hungry men looked at the long lines of ships with sunken eyes in which hope had been reborn. One of them raised a husky cheer. In an hour they would be snug and safe.

An able seaman fumbled with a flare, his cold and trembling fingers hardly able to hold it. Then he paused and looked at his mates. They all knew what he was thinking. These flares were visible for miles and if an enemy submarine was lurking in the vicinity the position of the convoy would be betrayed instantly.

"Bit risky, ain't it?" said the seaman, and the others nodded assent. He slowly put the flare down and got out his pocket flash lamp. Several of the men followed suit and for a while there was silence in the boat while desperate signals were flashed across the waste of waters.

There was no acknowledgment, and slowly the dimly-seen shapes passed out of sight, leaving behind them the unseen boat tossing forlornly in the vast grey sea.

For a few minutes after the last hull had disappeared no one said a word, then the mate spoke through cracked lips:

"Best make snug for the night, men."

Nothing more was said. All of them realized that they had sacrificed what was probably their last hope of safety, but they were not grousing.

Darkness fell and another slow hour passed. Then the look-out, straining his eyes through the gloom, gave a shout. The men huddled in the bottom of the boat lifted their heads weakly to see a light shining through the blackness. A British warship had seen their signals.

—"BULLETINS FROM BRITAIN."

Books for Gibraltar



A truckload of books is loaded in front of the Institute.

EARLY in June 1941 the State Department asked the Institute's help in providing a supply of books and magazines for distribution to British seamen at Gibraltar. In response to this request the following letter was sent to seven New York City newspapers:

"The Conrad Library of the Seamen's Church Institute of New York has been informed by the Department of State of a request made by the Mediterranean Mission to Seamen, Gibraltar, for about ten thousand books and magazines to be sent to Gibraltar for British merchant seamen. According to the American Consulate at Gibraltar, thirty thousand books were given out last year and local sources are virtually exhausted.

Readers are asked to send books of modern fiction, biography, travel, etc., and current magazines to the Conrad Library, Seamen's Church Institute of New York, 25 South Street, New York, not later than July 1st. Packages should be marked "For British Seamen, Gibraltar".

Reading is the principal form of recreation for these seafarers and their only contact with normal life. Your prompt help will be appreciated".

Good books poured in for weeks, and in July the library shipped about

1500 volumes. To our great pleasure the following letter was received in September from Canon Johnston in Gibraltar.

"Today I received the consignment of books you so kindly sent me, via our London head office. I have had no books for distribution for over a month and, needless to say, I am overjoyed. I can now go on board glad of countenance and not downcast. If ever you can spare another lot, I should be grateful."

This challenged us to try again and a second letter was sent to the papers on October fourteenth. Again splendid books were sent in, and we packed 900 more which were shipped on November twenty-eighth. As yet we have had no word as to their arrival, but we are hoping for the best. This was a project the Institute's library was delighted to sponsor and we wish to thank LOOK-OUT readers who responded generously to this emergency appeal.



Courtesy, Hoffman Island Log

UP AND OVER

Students in the U. S. Maritime Service receive training aboard square-rigged ships.

Gottings from the S.C.I. Log

It's All in the Point of View.

"Recently we found ourselves on the 19th floor of a Broad Street building in a foreign steamship office. There was a skipper of the line in the midst of tales of his trips. He had just finished telling of a trip he made with a cargo of very high explosives. In normal times it would have been dangerous, but having to look out for mines, submarines, surface raiders and aerial bombers, made it hair-raising. When he got over to Liverpool he ran into a visit of the Blitzkrieg. His reaction? All in a day's work. We started out to lunch. Just as we came through the door of the inner office the window cleaner raised the sash and stepped out on the ledge. The skipper stopped short, turned and asked 'What's that man doing?' 'Just a window cleaner,' we explained. 'Golly, I wouldn't take his job for all the tea in China!'"

J. E. CARROLL
"Yardarm and Bridge."

Lipsticks and Silk Stockings

THE LOOKOUT editor was asked by two young British ships' officers to help them in selecting the proper kind and color of lipsticks for their sweethearts in England. One girl was described as a brunette, and the other a blonde. They also wanted to purchase some face powder, as there is also a scarcity of this. It took a little time, and the cooperation of the sales girl (who was blonde) and the editor (who is medium brunette) who tried the various colors of lipstick and powder before the men were satisfied. When it came to stockings, they learned that silk stockings were cheaper than nylons, and they went off to their ship, quite pleased with their purchases.

Sailormen

The poets sing and their tribute bring
To the soldiers that follow the flag
But the bravest to me are the men of the sea
Who with never a boast nor a brag
Give freely their all where duty may call
And disdaining the dangers they see,
In spite of the hell of torpedo and shell,
The ocean's wide lanes are kept free.
With a song and a jest they offer their best
While transporting munitions and stores
To freemen who fight for God and the right
From England to Africa's shores
But no ruffle of drums nor salvo of guns
Do they get when their job is complete.
Hats off to them all! Gallant sailormen all!
Brave men of the cargo fleet.

By SEAMAN ISRAEL STOUT

"Sailors' Blood"

"Many British boys will be at sea, fighting precious cargoes of gasoline, food, and raw materials in through the western approaches. These are the heroes of Britain. The highest tribute I have ever heard paid them is by a man who drove up to a service station and said, 'Give me three gallons of sailors' blood.' Maybe that's the sort of thing the Prime Minister had in mind when he described the temper of the nation as grim and gay. The flame of courage is as high and clear as it was in the days after Dunkirk..."

From a broadcast by Edward Murrow, chief European correspondent of the Columbia Broadcasting System, now on leave in the United States.

Book Reviews

YOUTH AND THE SEA

Our Merchant Marine Calls American Youth.
By John J. Floherty

\$2.00. J. B. Lippincott Company.
236 pages. With 75 illustrations from photographs and drawings.

This is a timely topic very well told and photographed by the author. He took the trouble to live with the student sailors and experience the various training projects conducted by our Government through its U. S. Maritime Commission and with the able assistance of the Coast Guard. This huge project has developed within the last few years and the American boy today has better opportunities of receiving adequate training before he takes the sea as a career. Grown-ups as well as young people should enjoy this book. A.O.M.

"WINDSWEPT"

By Mary Ellen Chase

\$2.75. The Macmillan Company

Miss Chase not only knows her Maine Coast and its people but she has a genius for putting warmth and great love into her writing about them. From this emerges a novel which is so reassuring and strong that I would recommend it to all both for its beauty and its sanity in this chaotic year.

"Windswept" is the story of a house and of the family which built it and lived in it for several generations. The story begins in 1938 and works backward to 1880 employing this technique with unusual smoothness. The reviewer was taken back to June of 1938 — to the same German autobahn and the same reflections of two women driving along the road towards the then joyous France, with the same anticipation at breathing free air again. The impending disaster suggested in the first stirring chapter becomes a hideous reality at the close of the book. But the chapters between are full of cold winds and salt air. A.W.C.

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