

The LOOKOUT

Water Front

This is a place that is part of the sea—
And the ships coming, the ships going—
And the old exotic mystery—
And tang of salt—and sea winds blowing! . . .

The sturdy, ancient wharves—and that near
And vital throb of the sea bringing
Dreams—and a song for a lad to hear
When the fog's dark and the bell's ringing . . .

And strange cargoes from ports flung wide
Across the world—and the sky burning
Where stars of dawn shall ebb with the tide—
And the harsh cry of a gull's yearning.

This is a place that is part of me . . .
Oh, love of mine forever knowing
Surge of the sea wind—strength of the sea—
And the ships coming—the ships going!

By CATHERINE PARMENTER

Reprinted from F.P.A.'s "The Conning Tower".



SEAMEN'S CHURCH INSTITUTE OF NEW YORK

THIS MONTH'S COVER: The poem "Waterfront" by Catherine Parmenter was originally published in F.P.A.'s "The Conning Tower", N. Y. Herald-Tribune. It is used here by special permission. The photograph was taken by James M. Bridges of Brooklyn, and it is now on exhibition at the Smithsonian Institution, Washington, D. C. Mr. Bridges explained how he happened to make the picture. He was out on a camera hunt at Greenport, L. I. and there saw a dejected figure gazing out to sea, and beside the figure the anchor of an old whaling ship. Mr. Bridges wondered what it would be like if he put his camera down on a level with the pier. The result of his wondering was a print so striking that it won the Amateur Camera Craft advanced medal award. It was taken with a Leica camera, with 3.5 millimeter lens, which accounts for the strange distortion, showing the anchor to be towering, seemingly overpowering the man. A red filter was used to produce the contrast of the dark sky with the anchor.

The LOOKOUT

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by the
SEAMEN'S CHURCH
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Address all communications to
SEAMEN'S CHURCH INSTITUTE
OF NEW YORK
25 South Street

LEGACIES TO THE INSTITUTE

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

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

.....Dollars.

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

The Lookout

VOL. XXVII

JULY, 1936

No. 7

John Wolfe Ambrose

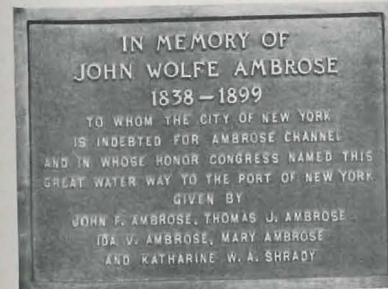
MORE than 500 people gathered on June 3rd in Battery Park to witness the unveiling of a bronze bust of John Wolfe Ambrose, civic leader, which is set in a niche in a granite monument against the wall of the Aquarium overlooking the harbor and channel. Mrs. George Frederick Shrady, daughter of Mr. Ambrose, unveiled the bust and Mayor La Guardia paid tribute to her father for his vision, courage and pioneering spirit. The bust had been presented to the children of Mr. Ambrose 37 years ago by 1,500 leading citizens of New York, and was accepted for the Park Department by Allyn R. Jennings, landscape architect. George A. Voss, once an employe of Mr. Ambrose, described his fight for a deeper and wider entrance to New York Harbor. Many civic improvements were instituted by him. In 1899 Congress made the appropriation to make the Channel 2,000 feet wide and 40 feet deep. "It would have been impossible for ships like the Queen Mary and the Normandie to enter the



Mayor La Guardia Receives Ambrose Memorial from Mrs. George Frederick Shrady

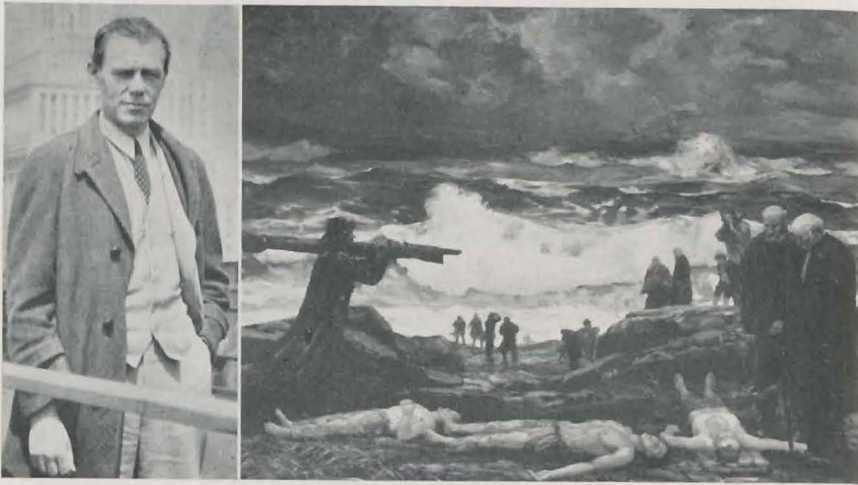
harbor without the Ambrose Channel," declared the Mayor. "Mr. Ambrose's indefatigable labors have been directly responsible for making the Port of New York the principal point of entry on this continent. The Government honored Mr. Ambrose by naming the Channel and Lightship for him. But today I pay tribute to him as the pioneer of an idea. Mr. Ambrose was a man ahead of his time."

Following the memorial exercises a reception for several hundred friends of the Ambrose family was given by Mrs. Shrady in the Apprentices' room here at the Institute. Mrs. Shrady has endowed an officer's room on the eleventh floor in memory of her illustrious father.



Memorial Tablet, Room 1145
Seamen's Church Institute of New York

Andrew Winter: Artist and Seaman



Andrew Winter

"Toilers of the Sea"

THE art critics have been favorable to Andrew Winter, seaman and artist. Emily Genauer praised his paintings; so did Edward Alden Jewel, Malcolm Vaughan and Marian Murray. Royal Cortissoz praised the simple vigor of his canvases: "Waiting for the Mailboat." He won a traveling scholarship of the National Academy of Design for his painting "Pilot Aboard." His "Brooklyn Bridge" was commended. "Mr. Winter's technique is very delicate and suggests well the atmosphere of grey haze over surrounding waters in the ship picture, "Becalmed." "Low Tide", "On the Hudson", and "Old Port, Marseilles", exhibited at the Babcock Galleries, brought favorable criticism.

Very much a sailor, with tattooed anchors on each hand, Winter has of late been painting canvases which are noted for their stark, grim treatment. The one reproduced here, "Toilers of the Sea" won the Isidor Medal last year at the 110th

Annual Exhibition of the National Academy of Design. It was judged the best figure composition painted by an American artist among the 300 works exhibited.

Andrew Winter was born in Estonia and first went to sea on the barkentine "Roma". Later he served as an A.B. on the four-masted bark "Kinroshire", on the British sailing ships "Milverton" and "Cleveton", the American schooner "Robert A. Snyder". He has served on all kinds of steamships, both passenger vessels and freighters. In 1925 he won the Mooney Traveling Scholarship from the National Academy of Design. After studying in Rome and Paris he returned to New York where he has been painting for a livelihood, with occasional trips to sea. His main subjects are coastal scenes, marines and landscapes. His last ship was the "American Banker." He has had exhibitions recently in the Corcoran Galleries, Washington, D. C., Pennsylvania Academy of Fine Arts, Philadelphia;

the Chicago Art Institute, the Salmagundi Club and the National Academy of Design. Winter often stayed at the Institute during his

seafaring days before settling down to his new profession, and still drops in to call on his seamen and staff friends here.

Drama Aboard the "Theoline"*

THE four-master Theoline came into port yesterday with a medical saga straight out of the wind-jamming days.

For three days and nights, with no other device than a woolen rag heated over a swaying oil lamp, six seamen watched over an agonized shipmate — fighting to save him from death by appendicitis before their schooner reached port.

Used Cloth from Shirt

They had no radio to call for help. They saw no ships in the nor'easter which raged steadily. They had no ice, prescribed for appendicitis cases. So with a fragment of wool shirt, ripped from the mate's back, they did their best.

It was enough. Seaman Tom Conway was still alive when the Theoline tied up at the Battery yesterday. A cab rushed him to Marine Hospital. Doctors operated at once.

Down at the seawall, finally at ease, Mate Will Murphy told all about it.

"We were seven days out of Maine, bound in with a cargo of potatoes, when poor Tom gets a pain in his middle," Murphy began. "We put the poor fellow in his bunk, and tended him as best we could.

No Ice Available

"Somebody tells me ice is most important, but we didn't have no ice. Cap'n John Latty, he tells me for God's sake to do something to stop the kid's screaming.

"So I ripped a piece of shirt,

heated it by the oil lamp, and put it on Tom's stomach. Pretty soon, he got delirious; the storm was a-howlin', and I could hear the skipper cussing up above. He was yellin' to lower the sails.

"Poor lad, he got worse and worse. We'd have given the whole cargo for a sawbones or some ice. There wasn't a ship in sight, and we didn't have a radio. So we stood by the kid and none of us got sleep for three days.

"Thank God we smacked into port this morning."

* By DOMINICK UNSINO. Reprinted from "The Daily News", April 10, 1936.

Another recent appendectomy at sea was related by Dr. W. Brahms, ship's surgeon on the Europa. On February 5, when the Europa was outbound from New York they picked up a wireless from the S.S. Ilsenstein advising that a seaman aboard was suffering from acute appendicitis and needed an immediate operation. The ship's surgeon had all the necessary equipment with which to remove the cause of the trouble, but there were several reasons for not doing so. The Ilsenstein was two days out from Antwerp, ploughing along through heavy seas and New York was a long way off. A 10-day voyage through rough weather is not the best thing for a man who has just been operated on. On the other hand, it would have been a bit inconvenient to take the ship and its passengers back to Antwerp. Know-

ing that the liner Europa was bound east and steaming along somewhere in the same vicinity, a meeting was arranged. A lifeboat went out from the Europa, picked up the seaman on a stretcher and brought him aboard at seven P.M. and by eight o'clock the appendectomy had been completed. Dr. Brahms said that the man probably could not have lived another four hours. When the Europa docked he was taken to a hospital.

The curious thing about it all was that the seaman, whose name was Ernst Hardt, had been married in New York February 2, the day the ship sailed. He told the doctors when he came out of the ether that he thought Fate hadn't handed him much of a wedding present. When last reported the bridegroom was doing well in a Bremerhaven hospital.

This service of helping sick or injured passengers or sailors on ships not carrying doctors has been extensively developed. It all began here at the Institute 15 years ago.

The wireless code "MEDICO" is used, which clears the air of all messages except S.O.S. The work was started on the roof of the Institute in 1921, with a small radio set, KDKF. Later we persuaded the Radio Corporation of America to take over the service and today the Radio Marine Corporation, co-operating with the U. S. Public Health Service, supplies aid to all ships carrying doctors.

Contagious diseases are often prevented by MEDICO. Last week, for instance, the Grace liner Santa Paula, received a "MEDICO" message from the California State school ship, urgently requesting serum to check the spread of meningitis among the cadets, seven of whom had been stricken. The Santa

Paula made contact with the school ship and the ship's surgeon carried the serum and transferred it to the training ship, thus preventing the spread of the disease.

In 1921 the late Henry A. Laughlin, of Philadelphia, gave \$5,000 to the Institute for a radio station to serve sick and disabled sailors aboard those vessels that carried no doctors. The station was set up on the roof of the Institute and became almost immediately invaluable.

Owen D. Young and David Sarnoff, of R.C.A., were interested in the matter and promptly took over the operation in their own network, giving it the advantages of a more highly powered station.

Today a Public Health doctor is assigned constantly to advisory duty with this station, and his diagnosis and advice is rushed back to the skipper of any vessel on the seven seas in split seconds after the word "MEDICO" has crackled over the ether.

We quote herewith a sample succession of messages, taken at random from the thousands on file at the station:

From S.S. Cuzco to U. S. Public Health Service, San Pedro, Calif.

HAVE A MAN WITH APPARENTLY AN ABSCESS ON LEFT LEG HE IS SUFFERING BADLY WHAT CAN BE DONE TO ALLEVIATE THE PAIN

GILBERT, MASTER

And the doctor's reply: APPLY HOT APPLICATIONS AND GIVE ONE DOSE MORPHINE SULPHATE ONE QUARTER GRAIN BY MOUTH. KEEP US INFORMED OF PROGRESS. Several messages were exchanged and the next day, the ship's captain radioed: INSTRUCTIONS

FOLLOWED PATIENT MUCH RELIEVED PAIN SUBSIDED SWELLING REDUCED CONSIDERABLY SHOWED TEMPERATURE NORMAL SHOULD BE OK BY NIGHT
MASTER

From S.S. Cambridge:

FIFTEEN YEAR OLD GIRL SWALLOWED SAFETY PIN OPEN IN THROAT. BOAT IS NOT EXPECTED TO DOCK UNTIL 3:30 P.M. CAUSING CONSIDERABLE PAIN PLEASE SEND INFORMATION. And the U. S. Marine Hospital at New York replied: GIVE NOTHING BY MOUTH. PUT IN AT NEAREST PORT SHOULD HAVE IMMEDIATE ATTENTION IF YOU HAVE MORPHINE GIVE ONE-SIXTH GRAIN HYPODERMIC. The patient was transferred to an ambulance waiting at the dock, and the pin was removed at a hospital.

From S.S. Santa Margarita:

MAN BITTEN ON BACK OF HAND BY LARGE MOSQUITO SHAPED FLY IN GALAPAGOS ISLANDS STOP HAND HAS SWOLLEN RAPIDLY FOR TWO DAYS AND FOREARM ALSO BEGINNING TO SWELL STOP NO PAIN BUT INTENSE ITCHING STOP HAVE SOAKED IN HOT WATER AND APPLIED BAKING SODA BUT WITHOUT RELIEF

MASTER

Over the ether came the U. S. Public Health doctor's advice:

APPLY WET DRESSING OF SATURATED SOLUTION OF EPSOM SALTS REPORT PATIENTS TEMPERATURE ALSO ARE THERE RED STREAKS RUNNING UP THE



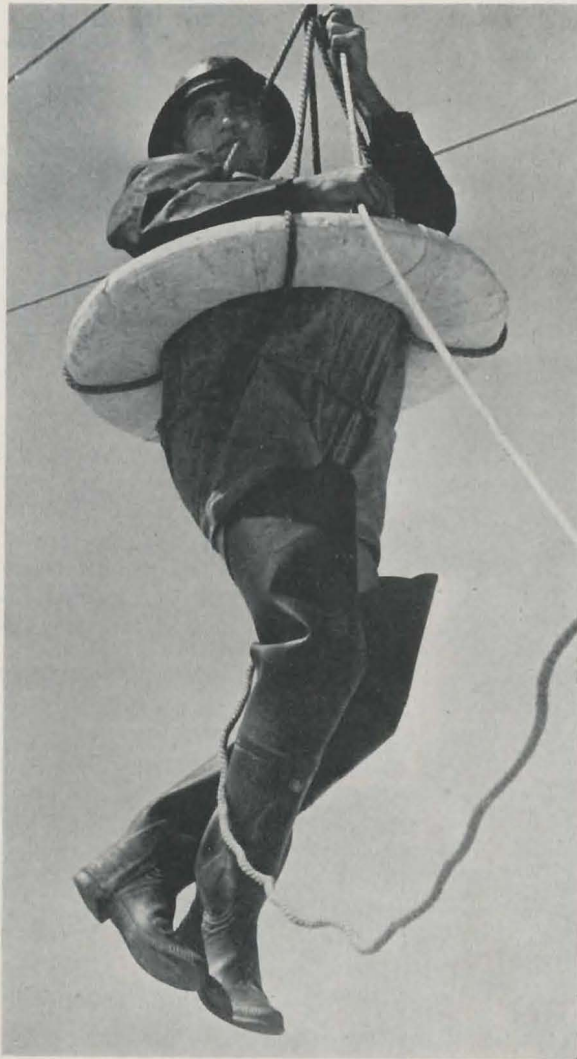
Drawing by Donald Greame Kelley

ARM. SOFT DIET. After an exchange of radiograms came the captain's final report: PATIENT RECOVERING RAPIDLY
THANK YOU

MASTER

A newly revised edition of the handbook "Ship Sanitation and First Aid", published by the Institute, has just come off the press. Dr. C. H. Lavinder of U. S. Marine Hospital No. 43, Ellis Island, has been in charge of the book's revision. A whole section of the book is devoted to instruction of ship masters on the use of MEDICO, how to describe injuries and illnesses using correct medical terminology, etc. The Institute brought about legislation some years ago making it compulsory for every ship's officer to pass a first aid test before qualifying for a license, and this Manual has been a recognized text book.

Human Salvaging . . .



Rescued by a Breeches Buoy

REHABILITATION is a long word for the very important program of rebuilding human lives. So we use the nautical term "salvaging" when we refer to seamen wrecked by the depression.

No—they are not demoralized—there is much worthwhile saving—if help arrives in time. In the souls of these job-hungry men the seeds of unrest and violence are easily sown. It takes a special brand of courage to hear over and over again the words "No jobs today—try again tomorrow" as they make the weary round of docks and shipping offices in the Port of New York. Even though many seamen have at last found jobs, there are still hundreds eagerly and patiently searching for work.

Thanks to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK, you can help to rescue these men, to salvage their lives and characters before it is too late. They are in danger—yes—so we send out an "S.O.S." for sailors to come to their rescue.

During the summer months the Institute's own resources decrease: The revenue derived from our income-producing departments is less and the number of voluntary contributions received dwindles. Yet our need for funds is as great as ever. Although 1936 is proving a year of reaction from the huge relief program of the past few years to our more normal philanthropic service for active seamen, our cost of food and supplies continues high. We ask special gifts, therefore, to help balance our operating budget.

Your check, sent to the Institute, will be transformed into a sustaining influence on men who greatly need hope and inspiration, as well as the necessities of life. If distress is not to get the upper hand we must continue this important work.

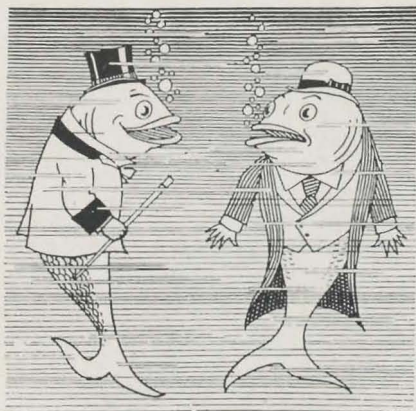
Please send contributions to:
Seamen's Church Institute of New York
25 South Street, New York, N. Y.



Signaling For Help

Photographs by John J. Flaherty. Reproduced from "Guardsmen of the Coast", Courtesy Doubleday-Doran, Publishers.

Hot Weather Yarns



THE sea serpent season is with us, again. Hot weather appears to have a curious effect upon the imaginations of New York's seafaring population. With the rise of temperature comes also an increase in their yarn-spinning proclivities. Nor is this inclination to exaggerate common only to old salts. It is characteristic even of young seamen in their twenties. Talk to a representative group of seamen in the Institute lobbies and you will find that the youngsters can edge out the oldsters with "tall stories."

On a recent warm afternoon the LOOKOUT editor picked up a half dozen sea yarns. Here they are, dished up for LOOKOUT readers, with no extra journalistic embellishment (none were necessary).

A young quartermaster told with a particularly straight face of having seen a sea serpent off the British Columbia coast speeding along "like an express train." He claimed a knowledge of sea speed and estimated the monster's speed at the rate of ten knots. An able-bodied

seaman, not to be outdone, claimed that he had seen the Loch Ness monster while his ship was in Lat. 21 40' N., long. 17 30' W. When one old shellback ventured to tell what he had witnessed back in 1893, he was good-naturedly silenced by the awe-inspiring story of a chief mate who told of not only seeing a sea serpent but of actually battling with one with oars after it had dashed its blunt head against his small boat. He described the creature as about 30 feet long and "at least three feet" in diameter. This experience occurred off Woods Hole, Mass. while the chief mate was enjoying a vacation.

A Gloucester fisherman who chanced to overhear this reporter gleaning the above yarns, said that he had a fish story to tell "which would end all fish stories." Several years ago he lost his watch in Gloucester harbor. Last year he caught a fish at the same spot. "Imagine my surprise," said he, with a twinkle in his sea-blue eyes, "when cleaning the fish to find my watch! And it was still running and had lost only three minutes in the year. I believe that the action of the fish's gills must have kept the watch wound."

We shook our head solemnly over this incredulous tale, when an old sea captain, probably perturbed by the preponderance of youthful yarn-spinners, vouch-safed this information: "Some years ago," he began, with a puff on his corn-cob pipe, "I was making a trip down the Orinoco River. We had not gone far when a swarm of mosquitoes from the shore settled upon our vessel. Everybody was forced below. After several hours we ven-

tured on deck and found that the mosquitoes had left—but so had every sail on the brig! They had carried away every stitch of canvas. Two weeks later the same swarm of mosquitoes came out to meet the vessel, and every blasted mosquito had on a pair of canvas breeches!"

After this tale we blinked hard to assure ourselves that we were awake when along came a bronzed youth in blue dungarees who made the afternoon complete by volunteering this one: "I was aboard the steamer *Admiral* (342 tons), owned by Monroe Brothers of Liverpool when, on arriving with a cargo of

coal at Wicklow, we grounded near the entrance to the harbor. Her hold began to fill with water so we took 150 tons of coal ashore. Meanwhile the pumps were kept going and a few hours later the hold was strangely found empty of water! The mystery was solved when a surveyor found six inches of the tail of a large fish in the hold. The fish was still wriggling, but it was preventing all but a trickle of water from entering the hold. The tail of the fish was cemented in this position, a certificate of seaworthiness was obtained, and we sailed home for Liverpool."

On the Trail of Our "Sir Galahad" Mystery



Courtesy, Mariners Museum,
Newport News, Virginia.

Figurehead of "The Black Prince"

IF readers will compare the two photographs here they will notice a striking resemblance in the figureheads. Doubtless the same man carved them both. The picture

of the "Black Prince" was brought to us by Mr. W. G. Hawthorne, a ship's engineer whose hobby is figureheads and who says that the original is in the Mariners' Museum, Newport News, Virginia. This figurehead is from an American ship "Black Prince" (different from the British one whose figurehead we reproduced in the May issue of THE LOOKOUT) which was built in 1857 in a shipyard in Newburyport, Mass.; it was 1086 tons. Note the grooved slots on the figurehead so that the arms could be unshipped during storms.

Hard upon the heels of this clue, comes a statement from Mr. Basil Lubbock, noted British marine author and historian, disposing, once and for all, of the theory that the Institute's beautiful figurehead of a knight in full armor might have belonged to the tea clipper, "Sir



Figurehead of "Sir Galahad"
(Until otherwise proved)

Lancelot." "I am afraid that it is not 'Sir Lancelot's'! From a rather rough photographic reproduction of the builder's model reproduced in Brebner's handbook her figurehead *lets into the stem about the hips*—and this is confirmed by the water colour drawing in my possession. I expect the 'Sir Galahad' came off an old wooden ship, as it was unusual to have full length figureheads later than the 1850's but many of the big Yankee clippers had them, of course, such as 'Silas Crockett', 'Champion of the Seas', etc."

And since no record has ever been found of a ship called "Sir Galahad"—we find ourselves baffled. So our bearded "Galahad" is still without identity, paternity or pedigree.

A Class in Ship Terminology

WHEN the "Theoline" docked on South Street several weeks ago, the uninitiated landsman said: "Oooh, look at the square-rigged ship!" But sailors who know their rigging will tell you that the "Theoline" is a four-masted schooner. In fact, there are eight schooners docked in the Port of New York this minute, and only one ship. The ship is the "Tusitala", the only square-rigged ship flying the American flag still in active service, and now docked at 156th Street and the North River. The schooners are: the "Effie M. Morrissey", owned by Captain Bob Bartlett, plainly seen from the Staten Island Ferry; the "T. K. Bentley", moored in Whale Creek, Long Island; the "Leona and Marian", at Tiebold's Drydock, Brooklyn; the "Minas

Prince", at Port Newark; the "Edward L. Swan", at Red Hook; the "Thomas H. Lawrence", at Hoboken; and the "William Bisbee", at Hoboken.

With this as a start, the class will please come to order while we have a little lesson on ship terminology. First question: what is a ship? Answer: A ship has three masts, or more, all of which are square-rigged. Which technically makes the "Normandie" and the "Queen Mary" boats or vessels, not ships. Next question: what is a bark? Answer: a bark is usually a three-masted vessel with fore and main masts square-rigged; and mizzen mast, fore and aft rigged. A bark often has four or five masts. Next question: what is a barkentine? Answer NOT a little bark. A barken-

tine is a three-masted vessel square-rigged on the foremast only, and fore-and-aft rigged on the other masts.

Anyone who can tell what a brig is will be exempt from further questioning: A brig is a two-masted vessel, both masts square-rigged. A hermaphrodite brig or "jackass brig" is a two-master, square-rigged on the foremast and fore-and-aft on the mainmast. Do you know what a snow is? A snow differs from a brig in that it has a small "trysail" mast abaft the mainmast. A ketch is square-rigged, no foremast. It is an unsightly rig, but a strongly built, two-masted vessel useful in fishing. Also, for adventurers like William A. Robinson who made his famous trip around the world and to the Galapagos in his little ketch "Svaap."

A schooner (if the class will consider a visit to one of the eight in New York harbor as a "field work" assignment) is usually two masted, sometimes three, and fore and aft rigged, with the shorter mast forward, the opposite of a ketch. Will the class stop yawning while we define a yawl. A yawl differs from a ketch in that its mast is stepped abaft the stern post on the overhang. A sloop is a single-masted vessel with a stay-sail and/or jib. A catboat has the mast set well forward and mainsail alone.

The class will please name the "sticks" on a seven-masted schooner (a rare type of vessel): Fore, main, mizzen, after-mizzen, jigger, after-jigger and driver.



—Photo by Anne Estabrook.

An Unusual View of the Four Masted Schooner "Theoline", as seen over the bow of a Tug.

The class is now dismissed, but those who cannot describe a fore-and-aft rig must stay after school. In fore-and-aft rig the sails are secured to the masts, with or without booms and when at rest are in line with the center line or keel of the vessel. In the wind, the sails swing to port or starboard as required. In square-rig the sails are secured to spars or yard-arms which when at rest are at right angles to the keel, but may be set at various angles to meet conditions of wind and course. If you have any further questions to ask write or telephone Captain Robert Huntington, principal of the Institute's Merchant Marine School, 25 South Street, Bowling Green 9-2710, and he can put you straight on the fine points about sailing ships.

In the S. C. I. Mailbag:

From the Panama Canal:

Dear Capt. Morasso:

I feel fairly certain that I am going to make the trip in this one—having loaded at eight Atlantic ports, and transited the Canal, there is little chance of her being laid up—I am writing to report my progress here.

The Captain seems to take quite a liking to me, due, I am sure to your good offices, and the whole of us work well together here. When I joined in Baltimore, the ship was completely dismantled after six years of bone-yard. As soon as the Mate found that I had been in "steam-schooners" he put the rigging in my hands. The Captain is one of the "younger" set—knows theory as well as practical work, and he apparently is quite satisfied with me. I feel really happier than I've felt in eight years, I hope I'm justified.

If you don't see me on South Street anymore, please be sure that your kindness and encouragement and help is remembered and appreciated. If you could know how just a word with you has put back-bone into me more than once! I hope it's past forever—

Best of luck to you, Captain.

(Signed) J. _____

Book Review

TWENTY YEARS UNDER THE SEA

By John Ernest Williamson

(Hale, Cushman and Flint.

Boston. 1936)

Price \$2.50

Mr. Williamson, the first person to take successful photographs of submarine life has written an absorbing and vivid account of his experiences under the sea. He perfected an invention of his father, "the Williamson submarine tube" so that it has been possible to make extraordinary films in color for both the moving picture industry and for scientific institutions. Most of his work, however, has been within the field of entertainment and he tells how he resorted to the manufacture of a giant octopus, ingeniously contrived of rubber tubing, chains and springs, which fooled the world at the time of the release of Jules Verne's "TWENTY THOUSAND LEAGUES UNDER THE SEA" quite completely.

The book is profusely illustrated by photographs which help not only to make the story more real but which reveal to the reader something of the astounding beauty of this submarine world. AWC.

Greek Heroism Award

One of the *Institute's* friends sends us a clipping from the Baltimore "Sun", as a follow-up on our story in the May LOOKOUT regarding the rescue of the crew of a Greek freighter by Captain Robert Wright:

Capt. Robert Wright, commander of the Baltimore Mail Line's City of Newport News, was awarded the Decoration of the Savior, highest Greek award for heroism, at ceremonies held at the Greek Legation in Washington.

Six hundred miles off the Virginia Capes last February, Captain Wright rescued the crew of the foundered freighter Stefanos Costomenis. Not a man was lost as the Greek ship sank in a midwinter Atlantic gale.

From Buffalo, N. Y.:

Dear Sirs:

I am a seaman that plys between ocean and Great Lakes, and I do wish that you would send me four (4) envelopes for carrying my seamen's papers, as the ones I already got, are worn out, and am in bad need of others, and I thank you in advance for your kindness.

The reason I asked for four (4) is because two (2) other seamen asked me to write you for two (2) more.

I will certainly appreciate it very much if you would send them to me. I remain

Very truly yours,

Wm. _____

Congratulations to Our British Cousins

A cablegram of congratulations was sent by our Superintendent, the Rev. Harold H. Kelley, to the Rev. G. F. Trench, Superintendent of the Missions to Seamen, London, on June 18th, on the occasion of the opening of their new building, Victoria Dock Road. H.R.H. Princess Alice on behalf of H.M. Queen Mary, opened the Institute and the Church was dedicated by the Bishop of Chelmsford. The cablegram read as follows:

"The Board of Managers and Staff of the Seamen's Church Institute of New York extend heartiest congratulations on opening your new Institute, praying Society may continue rendering fullest service to seamen in Christ's name."



One of the Thousands of Seafarers Befriended by the Seamen's Church Institute of New York.

Summary of Services Rendered to Merchant Seamen

by the

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

From January 1st to June 1st, 1936

93,438	Lodgings (including relief beds).
54,314	Pieces of Baggage handled.
287,488	Sales at Soda Luncheonette and Restaurant.
103,457	Sales at News Stand.
8,348	Patronized Barber, Tailor and Laundry.
6,050	Attended 215 Religious Services at Institute and U. S. Marine Hospitals.
1,634	Cadets and Seamen attended 189 Lectures in Merchant Marine School; 44 new students enrolled.
37,815	Social Service interviews.
6,909	Relief Loans.
3,524	Individual Seamen received Relief.
25,019	Books and magazines distributed.
1,707	Pieces of clothing and 1,494 Knitted Articles distributed.
946	Treated in Dental, Eye, Ear-Nose-Throat & Medical Clinics.
54,121	Attended 74 entertainments, moving pictures, athletic activities, concerts and lectures.
159	Referred to Hospitals and Clinics.
2,144	Apprentices and Cadets entertained in Apprentices' Room.
101	Missing Seamen found.
1,382	Positions secured for Seamen.
\$96,950	Deposited for 1,689 Seamen in Banks; \$13,780. transmitted to families.
9,575	Used Joseph Conrad Memorial Library.
5,109	Telephone Contacts with Seamen.

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