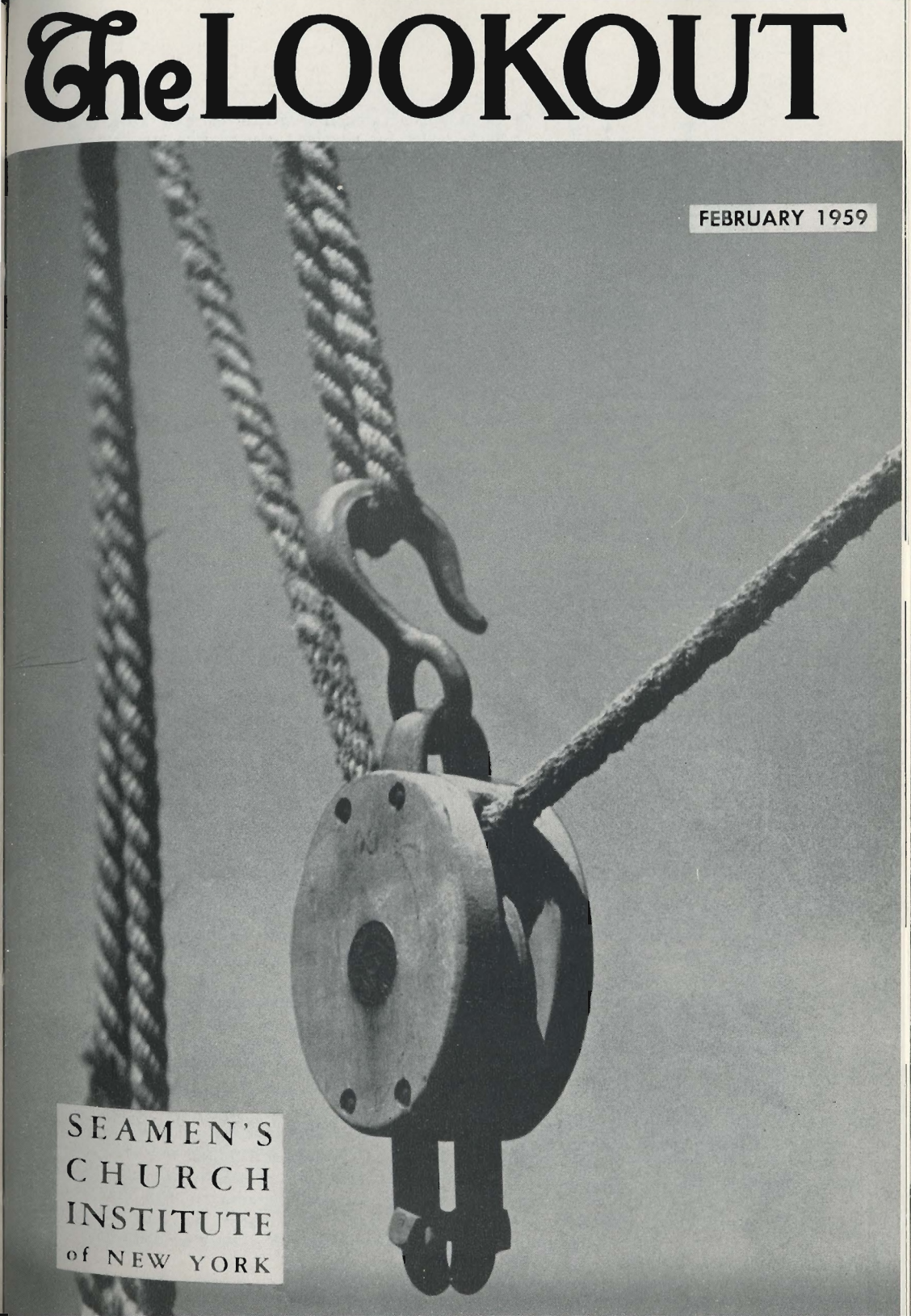
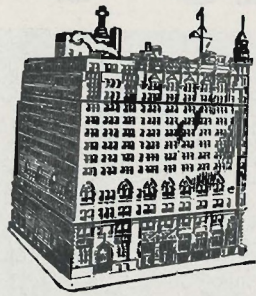


The LOOKOUT

FEBRUARY 1959



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore center for merchant seamen who are between ships in this great port. The largest organization of its kind in the world, the Institute combines the services of a modern hotel with a wide range of educational, medical, religious and recreational facilities needed by a profession that cannot share fully the important advantages of home and community life.

The Institute is partially self-supporting, the nature of its work requiring assistance from the public to provide the personal and social services that distinguish it from a waterfront boarding house and give the Institute its real value for seamen of all nations and all faiths who are away from home in New York.

A tribute to the service it has performed during the past century is its growth from a floating chapel in 1844 to the thirteen-story building at 25th South Street known to merchant seamen the world around.



The LOOKOUT

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FEBRUARY, 1959

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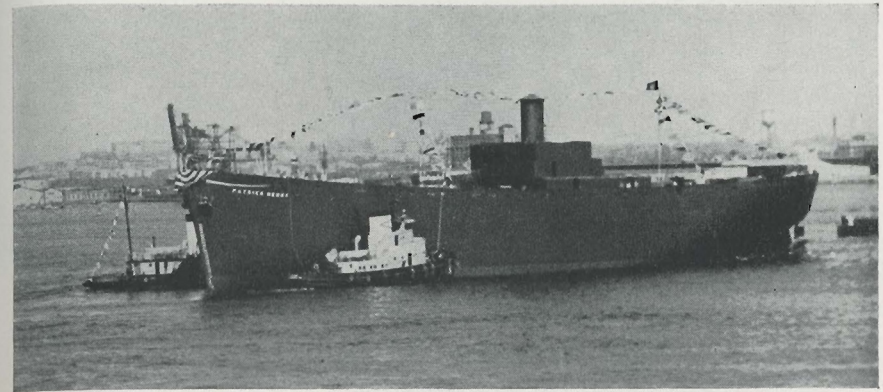
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Associate Editor

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THE COVER: This composition with ropes and an old pulley was spotted at Captiva Island, Florida, by Leslie P. Young.



S.S. Patrick Henry being tugged to the outfitting dock immediately after she was launched.

"PATRICK HENRY" SCRAPPED

The End of a Liberty

NOT very long ago an old, crippled ship was towed ignominiously into Chesapeake Bay to her final destination at the Bethlehem Patapsco Scrap yard.

Seventeen years ago this ugly duckling was regarded by millions as one of the most beautiful sights in the world. The ship at the end of the towline was the S. S. *Patrick Henry*, the first of more than 2,700 Liberty ships which helped to make victory possible in World War II.

Built at the war-time Bethlehem-Fairfield shipyard and named for the defiant patriot of the American Revolution, the *Patrick Henry* was hauled out of the water to be scrapped on the very ways on which she was built.

The launching of the *Patrick Henry* on September 27, 1941, was a momentous affair. She was christened by Mrs. Henry Wallace, wife of the then vice-president of the United States. President Roosevelt recorded an address for the event. The day had been set aside as "Victory Fleet Day," and 13 other ships from yards on all coasts followed the *Patrick Henry* into the water in the next few hours. The pace was such that, as the *Patrick Henry* slid down the waves, the keel for another ship was immediately laid behind her.

Her launching was not the only first for

Patrick Henry. Her keel was the first of the Liberty ships to be laid (April 30, 1941), and she was the first to go into service (December 30, 1941).

With the coming of peace the *Patrick Henry* — after a varied war service, including the "suicide run" to Murmansk and Archangel — was rededicated to peaceful purposes. In a novel ceremony at the Fairfield shipyard, where she had christened the ship four years earlier, Mrs. Wallace, whose husband was now Secretary of Commerce, rededicated the renowned first Liberty ship to "world rehabilitation and peacetime pursuits."

The Fairfield shipyard was also converted to peacetime uses, part becoming Bethlehem's Patapsco Scrap Corporation.

The *Patrick Henry* did not last long in peacetime service. In late July, 1946, only six months after her rededication, she ran aground at Elbow Key, Fla. Although she freed herself from the reef, her bottom was extensively damaged and she was laid up at Mobile, Ala., with other Liberty ships.

In September, 1958, she was sold, as one of a group of 35 Libertys, for \$76,190.85 each to Bethlehem Steel Company to be converted to scrap which in turn will be processed into a variety of steel products serving the nation.



Evenings at the

International Seamen's Club

Since it opened last May, the International Seamen's Club at the Institute has been host to seafarers from more than forty different nations.

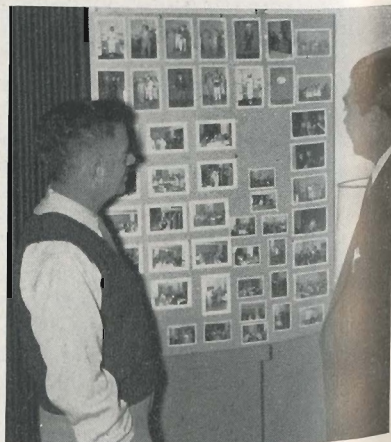
The foreign sailors' appreciation of these enjoyable evenings in America registers on film and back home, too.

These photos were made by the Institute's director, Dr. Raymond S. Hall, during the many evenings he and other staff members have spent in fellowship with these men of the seven seas.

Sailors dressed like everything but sailors at a costume party in November. Extra prints of Dr. Hall's photos taken at the party were sent all over the world.



On Tuesdays and Thursdays, 50c brings a sailor in a chartered bus to and from Port Newark for the dances, shows and entertainments at the Club.



Almost everybody likes to dance. Volunteer hostesses serve as partners.



Sometimes a sailor steps out with his pipes.

When a man says "thank you," he doesn't have to speak English.



There are quiet moments, too — with lots of good conversation



and sometimes no talk at all.



PORTS OF CONFUSION

Institute Ship Visitor Captain Jorgen Bjorge took a sailor's holiday shortly before Christmas, arriving in Cuba on the Norwegian freighter *Lovland* just in time for a ringside seat at the festivities there.

On New Year's Day, he and his wife were getting a shoeshine on the main drag in Cienfuegos when the populace broke up, shouting that the Castro Boys had hit town. With some difficulty they persuaded the shoeshine boy that the shoes looked fine, even though they weren't done, and they hustled back to the ship, where they watched the triumphal entry through binoculars. Naval forces in the area had capitulated, and the port fell without bloodshed.

Christmas Eve their ship had been anchored in the harbor in Puerto Padre when Castro forces rolled in, their arrival

marked not by shots, but by shouts of welcome.

Although the fiesta mood of the people delayed the working of the ship in each port, Capt. Bjorge reports there was no confusion caused by Castro men, whom he described as extremely quiet, courteous and disciplined.

Arriving by air in Havana shortly after that city fell, the Bjorges visited a friend, Major Esther Ohman, who has charge of the nearby Salvation Army Home for Girls. She told them that the previous day a squad of Castro men had marched up to the front door. When Major Ohman stepped out to confront them, a lieutenant took off his hat and said, "Don't be alarmed. We know all about your home and its good work. That's why we want you to have this present." So saying, he handed over a large carton of silver coins. The lieutenant pointed out that his men were still carrying the scarred clubs with which Havana gambling machines had been smashed.



FLOATING BRIDGE GAME: Last year the Greater New York Bridge Association ran a tournament on a cruise ship at sea, and apparently this uncovered a genuine demand. The Pacific Coast bridge group is conducting a sea-borne tournament out of San Francisco, and 125 bridge enthusiasts of the N. Y. Association have just returned from a 15-day tournament cruise through the Caribbean.

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Under the leadership of Howard Schenken, such bridge notables as Charles Goren booked passage to play for hours daily in the Stuyvesant Cafe of S.S. *Nieuw Amsterdam*. Lasting from January 17-31, the cruise got them back to New York just in time for the world championship match between Italy and the U.S., scheduled in New York for the first week in February.

Holland-America Line

The Case for Romance

Reprinted from *The Forwarder*, January 19, 1959

IF AN old time 'round-the-Horn windjammer sailor were to return today no one could estimate the amount of eye rubbing and soft swearing that would go on as he stared popeyed at such wonders of the sea as the *Queen Elizabeth*, *Queen Mary*, *United States* and our new aircraft carrier, *U. S. S. Independence* on the flight deck of which the liners *United States* and *America* could be placed side by side with room all around.

A glimpse into the immediate future, however, would have him convinced that either he or ourselves were mad.

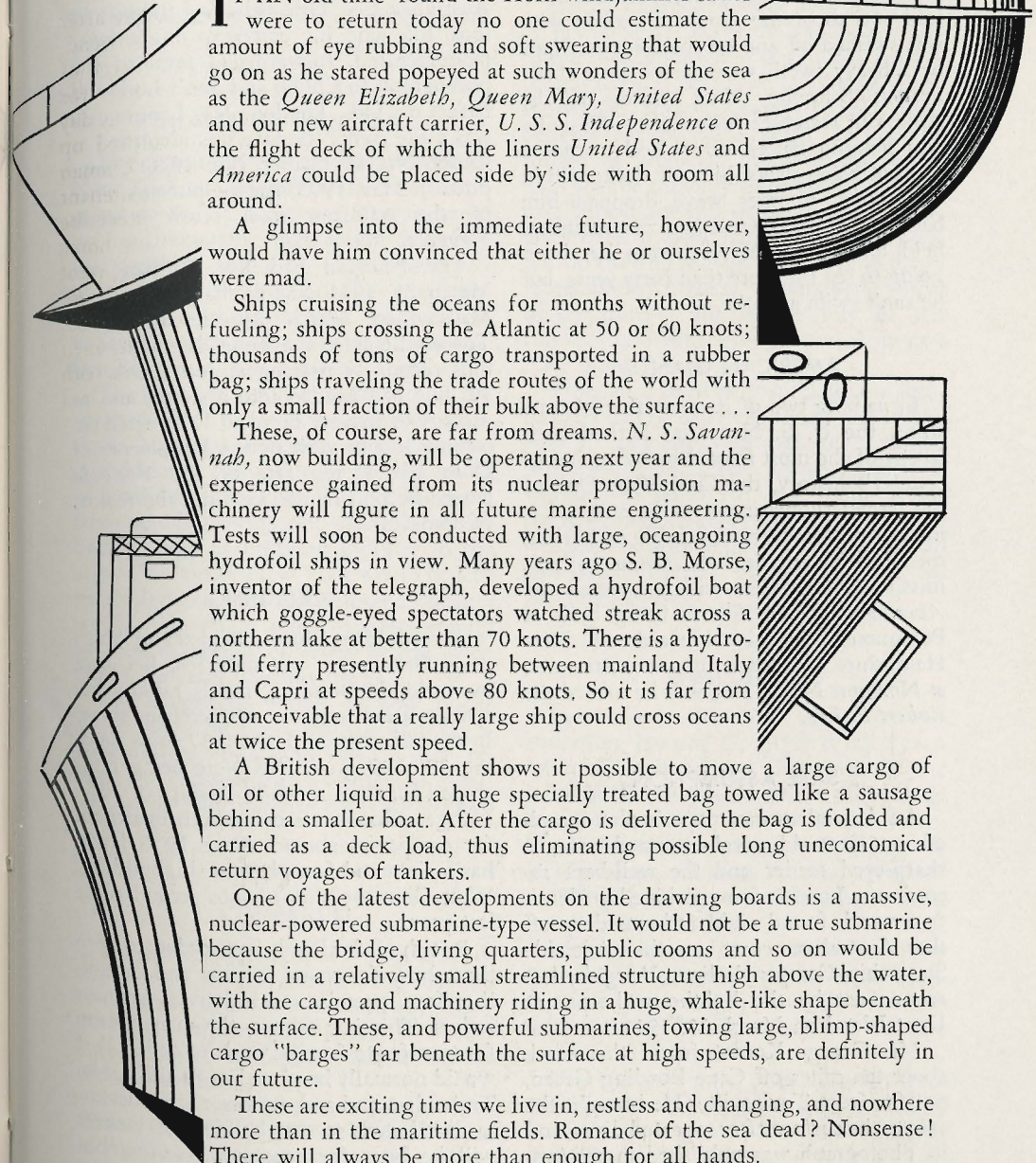
Ships cruising the oceans for months without refueling; ships crossing the Atlantic at 50 or 60 knots; thousands of tons of cargo transported in a rubber bag; ships traveling the trade routes of the world with only a small fraction of their bulk above the surface . . .

These, of course, are far from dreams. *N. S. Savannah*, now building, will be operating next year and the experience gained from its nuclear propulsion machinery will figure in all future marine engineering. Tests will soon be conducted with large, oceangoing hydrofoil ships in view. Many years ago S. B. Morse, inventor of the telegraph, developed a hydrofoil boat which goggle-eyed spectators watched streak across a northern lake at better than 70 knots. There is a hydrofoil ferry presently running between mainland Italy and Capri at speeds above 80 knots. So it is far from inconceivable that a really large ship could cross oceans at twice the present speed.

A British development shows it possible to move a large cargo of oil or other liquid in a huge specially treated bag towed like a sausage behind a smaller boat. After the cargo is delivered the bag is folded and carried as a deck load, thus eliminating possible long uneconomical return voyages of tankers.

One of the latest developments on the drawing boards is a massive, nuclear-powered submarine-type vessel. It would not be a true submarine because the bridge, living quarters, public rooms and so on would be carried in a relatively small streamlined structure high above the water, with the cargo and machinery riding in a huge, whale-like shape beneath the surface. These, and powerful submarines, towing large, blimp-shaped cargo "barges" far beneath the surface at high speeds, are definitely in our future.

These are exciting times we live in, restless and changing, and nowhere more than in the maritime fields. Romance of the sea dead? Nonsense! There will always be more than enough for all hands.



The World of Ships

EVERYBODY'S DOING IT

No sooner had the January LOOKOUT told you about the Japanese seaman who was swished off and on the *Georgia Maru* by a heavy swell, when news came about Francis Schremp, chief officer of the American freighter *John Lykes*. While he was helping batten down deck cargo, a 50-foot wave swept him off deck; within 60 seconds another wave dropped him back on board, where other crew members held him down. Mr. Schremp has been going to sea for more than forty years, but he can't swim a stroke.

AMERICAN GIANTS

In naming two of its most fearful warships, the U. S. Navy has harked back to one of the most fearful moments in our country's history, the Civil War. One of the largest submarines ever constructed, a nuclear-powered vessel capable of hurling the Polaris intermediate range ballistic missile 1,500 miles, will be named the *Abram Lincoln*. She is being built at Portsmouth Naval Shipyard in New Hampshire. Her sister ship, in construction at Newport News, Va., will be named the *Robert E. Lee*.

SAFE ASSUMPTION

An Australian newspaper's photograph of a 5-year-old coral-encrusted safe, a sharp-eyed reader and the well-kept records of a London firm combined to identify a wreck found eight fathoms deep off the Australian coast as the Adelaide Steamship Company's liner *Yongala*, last seen afloat by the lighthouse keeper at Dent Island on March 23, 1911.

Mr. George Konrat found the wreck about ten miles off Cape Bowling Green, not far from Townsville. He brought the safe to the surface after repeated dives, and its photograph was published in an Aus-

tralian newspaper. Mr. Frank C. Langsworth, Queensland manager of Chubb's Australian Co., Ltd., believing the safe to look like one his company might have manufactured, forwarded a print of the photograph to Chubb and Son's Lock and Safe Co., Ltd., London. Mr. Langsworth was quite right: the safe was identified as Chubb No. 10 quality, No. 49,825, supplied in May, 1903, for the purser's office of the 350-foot steel screw steamer *Yongala*.

The *Yongala* had left Brisbane on March 21, 1911. She discharged cargo at Mackay on March 23, departing for Townsville later the same day with 617 tons cargo, 48 passengers and a crew of 72. She had headed into a storm, and as a court of inquiry decided, "... after becoming lost to view by the lightkeeper at Dent Island, the fate of the *Yongala* passed beyond human ken into the realms of conjecture"

BACKSLIDING

According to Lloyd's Register of Shipping, Britain has not only lost her lead in world shipbuilding, but is rapidly becoming a net importer of merchant ships. In the last quarter of 1958, 37 ships totaling 399,329 gross tons were being built abroad for Britain, while 41 ships of 221,150 gross tons were being built in Britain for companies abroad. Since 1956 Japan has maintained first place in shipbuilding; West Germany slipped into second place last year.

British yards already have orders to keep them busy for many months and cannot, therefore, promise quick delivery on new orders. This is, perhaps, the main reason for transfer to foreign yards of orders that would normally be placed in British yards. The orders on hand, however, are unevenly distributed, so that builders of tankers will be busy for considerable time, but

smaller concerns may soon be out of work.

Ships launched in any given period is the criterion used by Lloyd's in judging output.

INLAND TO MONTREAL

The possibility of a seaway between New York and Montreal, the eastern terminal of the St. Lawrence Seaway, poses no insurmountable engineering or technical problems according to a report prepared by British and Canadian engineers. There are, on the other hand, many factors in favor of such a channel along the Richelieu River and the Champlain Canal.

The light and heavy industry area on the south shore of the St. Lawrence River, opposite Montreal, is rapidly expanding and is considered perhaps to be the beginning of a basic steel industry. The big Montreal labor pool is growing, and the St. Lawrence Seaway itself is bringing industry to the area. The Port of New York would benefit particularly in that the proposed channel would help retain some of the shipping business that might otherwise be lost when the St. Lawrence Seaway opens.

The engineers' report is now under active study by the Canadian and U. S. governments. Pentagon officials are reported to consider such a channel as essential to the joint defense plans of the two countries.

COMEBACK

Dr. Jim Healey, retired from the Institute after a 40-year career as a chaplain to merchant seamen, is almost fully recovered from injuries suffered in a December auto accident in Georgia that killed his wife, Catherine.

He is living with his daughter, Mrs. Edwin Carpenter, at 3188 Wheeler Road in Augusta, Georgia.

READY, GET SET . . .

Sailors wanting to see a port had better be braced at the top of the gangway, ready to run through town, if the future of shipping is to be as envisaged by Nils O. Seim, Norwegian shipping executive. Mr. Seim believes that specialized ships which can be loaded or unloaded in hours instead of days will be the only ships able to operate profitably in the face of rising costs. "They don't have to spend half their time in port, nor do they leave half their income there. Automobile carriers, container ships, trailer ships—this is the way of the future," said Mr. Seim as quoted in *The New York Times*.

Three new ships built specially for automobiles will be delivered this spring to Mr. Seim's company, appropriately named Motorships, Inc. The agency, which is working to build two-way traffic across the Atlantic with exports of American cars, will then be able to offer weekly service to and from Detroit by way of the St. Lawrence Seaway.

PERSISTENCE

Item, from the *New York Journal American*, January 27, 1959: A tall Texan returned today from a shipwreck off the coast of Tunisia, his sixth in 40 years at sea.

Asked his future plans, A. E. Sloan, 60, of Galveston, standing 6 feet 2, replied: "I'll go back to sea. I'm not a brave man, but the sea is all I know."

He was among 27 of the 37 survivors returning at Idlewild Airport today from the Liberty steamship *Valiant Effort*, which hit a shoal off Tunisia early Jan. 18, and sank an hour later.

The *Valiant Effort*, carrying grain from Galveston to Calcutta, was commanded by Capt. Andrew Vasaka, 227-29 114th Ave., Cambria Heights, Queens.

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U.S. Rubber Co.

A quick exit from a disabled craft is a one-two-three operation with U.S. Rubber Co.'s inflatable neoprene-coated nylon liferaft.

(1) Heave the 3-foot case into the water.

(2) Give a tug to the lanyard to start inflation. (3) in 15 seconds the raft can be boarded; it is completely inflated with CO₂ in 30 seconds. The raft will hold 10 passengers with emergency equipment. A smaller raft of 6-passenger capacity is planned.

Saving Life at Sea

THOUSANDS of spectators stood helplessly on shore watching the drowning crew of the *Adventure*, wrecked 300 yards from dry land at the mouth of the Tyne River, England, in 1789. No one had dared venture into the roiling waters that day. Their small boats would have been capsized; they, too, would have drowned. "Something must be done!" the people cried, and something was done, indeed. Premiums were offered for lifeboat designs, the first known in the modern

world, and lifeboat stations were established at danger points on the English shore, maintained by voluntary contributions, manned by volunteers.

Since that time public interest in the saving of lives at sea has waxed and waned — usually running high immediately after a shocking sea disaster and ebbing as the dramatic image grew dim in memory.

Today, however, no tragedy is needed to stimulate efforts to perfect life-saving equipment for those at sea. Since World War II, particularly in the last two years, research and experimentation have been carried on by both private and public organizations, with some striking results.

During World War II, airmen forced down into the water survived for more than 100 days on the open sea in inflatable rafts, even without protection of a canopy. Since then experiments with rub-

The demonstrator shows how to right an upturned 25-man Elliot liferaft. The comparative ease and safety of this procedure was proved when a raft, containing 10 survivors of a fishing vessel grounded off the coast of Iceland, was overturned by a heavy wave. Eight men were spilled out and two cupped inside. The swimmers righted the raft and re-boarded, despite the heavily rolling sea, and the two inside were none the worse for wear.

British Information Services

ber rafts have produced some de luxe models. They have snug-fitting canopies, brightly colored for easy detection, and bottoms that can be inflated to protect occupants from the cold or deflated to cool the interior in the tropics. Food, water and first-aid kits are standard equipment, as are playing cards, which help pass the time. Flashlights, sea anchors, distress signals and rockets are included to aid rescue, and some rafts even have a small radar screen to draw attention of rescue ships.

Rafts take up relatively small space on board ship and are easily launched in seconds, needing no davits or other apparatus which might stick or freeze: just a heave into the sea and a tug on the lanyard. Platforms or retractable ladders ease boarding from the sea. It has been found that in dire emergency they will hold their full complement of passengers even if only half inflated, and fully inflated they have been known to hold twice the intended number of occupants. Rafts must, however, be checked regularly for deterioration and must be completely protected from sparks, rats, chemicals and oil.

Since October 1, 1956, the British government has required inflatable rafts on all fishing vessels. They have proved 100% efficient whenever called into use since then, and the British have put them aboard Royal Navy ships, the Queen's yacht and several passenger liners.

Experiments with plastics in life-saving equipment have been equally impressive. The rigorous U.S. Coast Guard tests for

Inflatable either by mouth or in 4 seconds by CO₂, this lightweight, rot-proof lifejacket will automatically float an unconscious survivor at the correct angle of 45° face upward. The CO₂ replacement is easily fitted. Land-Sea-Air of Philadelphia are U.S. representatives for the English manufacturer, Beaufort (Air-Sea) Equipment, Ltd.

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British Information Services

Welin Davit and Boat Division

Loaded with 7,400 pounds of sandbags, this 24-foot Welin plastic lifeboat has just been dropped 10 feet into the water during the acceptance tests by the U. S. Coast Guard.

lifeboats to be used on American flag cargo and passenger vessels have been passed by both the Welin Davit and Boat Division and the Lane Lifeboat and Davit Corporation plastic lifeboats.

A plastic hull is stronger than a wood or steel hull of equal weight. In addition, plastic boats are impervious to rot, corrosion, exposure and radical temperature changes. Due to the elasticity of the material, they are highly resistant to impact; being made with self-extinguishing resin, they are fire-resistant. They are completely non-warping. They are filled with plastic foam flotation material in such quantity as to make them unsinkable even when fully loaded and completely filled with water. This plastic foam is so buoyant that even if the boat were riddled with holes it would stay afloat; if the boat were cut into pieces, each piece would float.

Today's emphasis on life saving equipment reflects a defeat of the arrogance which once bolted lifeboats in place on ships that couldn't sink — but did.

J. C. FULMER

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REFUGEES

The cold snap in early January brought a trio of unexpected guests to 25 South Street. On the previous balmy afternoon three young German sailors had come ashore by harbor taxi from their freighter anchored in Gravesend Bay.

With their money running low and their collars turned high against the icy night winds upon their return to Brooklyn for a midnight rendezvous with the harbor taxi, they were told that the wind was too bad and that the taxi wouldn't venture out.

They spent the rest of the night in a drafty building stamping their feet and waiting for the wind to die. It never did.

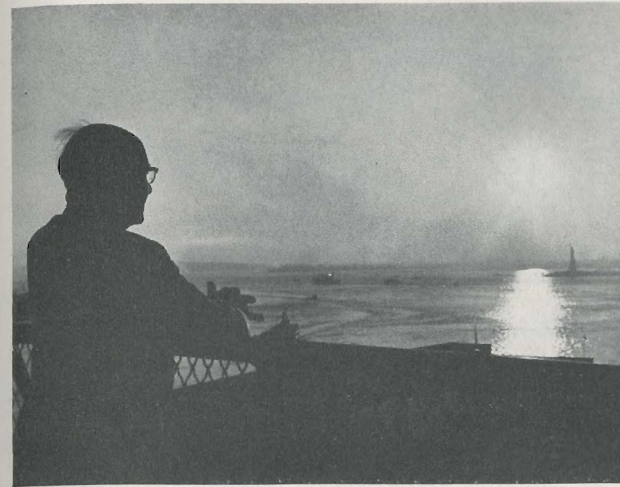
The next morning they came ashiver to the Institute, where a German-speaking staff member translated their circumstances to Mrs. Kadish at the Personal Service Desk. Word was sent to the ship and the boys were warmed with food, coffee and kindness.

The weather continued to rage and the harbor taxi remained in hiding. The boys stayed at the Institute that night and the next before the waters quieted and the harbor taxi was able to carry them back to their ship.



At Our House

NEW BOARD MEMBERS: Two clerical vice-presidents and three lay members newly-elected to the Board of Managers of the Institute were welcomed to 25 South Street at a luncheon on January 30. Shown here with Mr. Vilas, president (extreme left), they are (left to right): Mr. William M. Rees of Rye, N. Y.; Mr. H. Thomas Cavanaugh, Fairfield, Conn.; Mr. John G. Winslow, Oyster Bay, L. I., N. Y.; the Ven. A. Edward Saunders, D.D., Archdeacon of Brooklyn; and the Rev. Canon Bernard C. Newman, S.T.D., of Trinity Church, New York City.



OFF WATCH:

In 1927 the employment agent who referred Mr. Daniel Trench to a chief hotel clerk's job at 25 South Street said, "It's a tough joint; you probably won't last two weeks among those seamen."

On January 31, Mr. Trench retired after 32 years as night manager of the Seamen's Church Institute of New York, 25 South Street.

"The agent, like most people, didn't really know seamen," reflects Mr. Trench. "Like South Street itself, sailors were perhaps a little rougher in those days, but then as

now, they were a good bunch — honest, good-hearted and easy to be friends with." "Twenty or so" of these "old-timers" are still among Mr. Trench's hundreds of seafaring friends who drop anchor nightly at the Institute, the world's largest shore center for active merchant seamen.

LOCAL BOY MAKES GOOD:

Captain Alfred O. Morasso, Manager of the Department of Education and Employment at the Seamen's Church Institute of New York, was elected president of the Circumnavigators Club last month. Membership in this fraternity goes only to those who have girdled the globe, and the list includes such names as Hoover, The Hon. Herbert and MacArthur, Gen. Douglas.

In 1908 William Jennings Bryan gave the club its whale's tooth gavel, which retiring president R. M. Dinsmore hands to Captain Morasso (right) in the photo. Looking on is past president Col. E. P. E. Eagan.

Captain Morasso qualified under sail, making two turns as an apprentice on the full-rigged ship *Noetsfield* between 1914 and 1917. After graduating to steam he was involved in three sea disasters and was the sole survivor of one.

A staff member since 1922, Captain Morasso's first contact with the Institute was in 1916, when Chaplain Podin visited the *Noetsfield* while the squarerigger was in New York loading a cargo of case oil for Australia.



Photo by R. S. Hall



THE RUN FOR HOME

Leland Frederick Cooley
Doubleday & Co., \$4.50

Here is a book that lives up to the phrase on its jacket: a tough novel of the merchant marine. The story is drawn from the tramp fo'c'sles of 30 years ago, and in the author's words, "It recalls a way of life that has passed into historical limbo."

It tells of a voyage made in the 1920's by Slim Fredericks, who leaves college to seek adventure on a freighter roaming the Pacific. He gets a slice of life served bloody raw but not without tenderness in Cooley's 419-page description of the Tropic Trader, her crew and her ports of call.

Although it is written well enough to be widely enjoyed, *The Run for Home* cannot help but have special appeal for the seamen of that period. One such, sea cook Charlie Billups, who like Cooley and his hero started to sea in the 'twenties, has this to say of the book: "It's terrific. To me, reading it was just like making another trip, reminding me of nearly everything that happened in the old days. I never thought you could talk about soojeeing a bulkhead and make it sound interesting, but Cooley does it. And everybody in the crew was true-to-life, dead ringers for the bosuns, the mates and the other guys you used to sail with. The language seems rough when you see it in print, but it's right on the button. Everything about the book is right, including the finish. He would end her off as Slim was on the ferry in Frisco on his way home. He is on his way, but the book ends before he actually gets there, and that's good because once a man goes off to sea, he never quite gets home again."

BLOCKADE RUNNERS OF THE CONFEDERACY

Hamilton Cochran
Bobbs-Merrill, \$5.00, *illustrated*

Although it was one of the most exciting and important aspects of the Civil War, the blockade has been surprisingly neglected by historians of our intramural conflict. Mr. Cochran has helped close this gap. The outgrowth of ten years research on the blockade, this detailed book is a happy combination of solid scholarship presented in exciting, fast-moving prose.

THE VOYAGES OF JOSHUA SLOCUM

Walter Magnes Teller, editor
Rutgers University Press, \$6.00

This volume, the first complete collection of all the known writing of Joshua Slocum, represents a noteworthy editing achievement. Since none of Slocum's books were successful and most of his papers disappeared with him in 1909, the quantity of material Mr. Teller has assembled is truly amazing. Besides reprinting the complete texts of the four Slocum manuscripts and the recently discovered *Aquidneck* correspondence, Mr. Teller presents a detailed biography of Captain Slocum and background material on each of the voyages. A classic among the sagas of American seafaring, this book will absorb anyone who has ever felt the lure of the sea.

GREAT SEA RESCUES

Edward Rowe Snow
Dodd, Mead & Co., \$4.00, *illustrated*

Mr. Snow chronicles nineteen struggles of man to save his own and his fellows' lives from disaster and death at sea. Of particular interest is the story of the *Essex*, which is said to be the genesis of "Moby Dick."

Mid-Watch

**This is my last watch.
Sometime before daybreak a blinking eye in the
night will tell me
That I am nearly home.**

**Fittingly it is the dark watch.
Born as the demons, at midnight,
Dying just before dawn.
Darkness to darkness.**

**The nights have grown cooler as we have sailed
northward.
My jacket is not warm enough.**

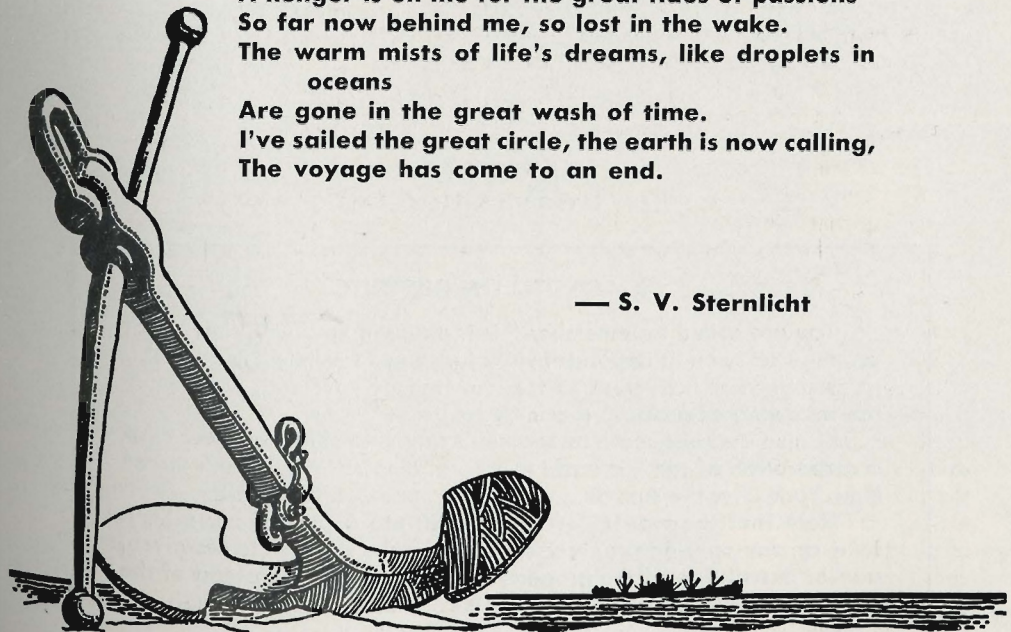
**The moon on our port beam has paintbrushed a
grey dab over water and ship.
A celestial finish, the mark of the strange race's
end.**

**The stars once so friendly, like soft eyes in spring-
time,
Are ashes of Patroclos' pyre.**

**A hunger is on me for the great tides of passions
So far now behind me, so lost in the wake.
The warm mists of life's dreams, like droplets in
oceans**

**Are gone in the great wash of time.
I've sailed the great circle, the earth is now calling,
The voyage has come to an end.**

— S. V. Sternlicht



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LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we suggest 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."

Contributions and bequests to the Institute are exempt from Federal and New York State Tax.