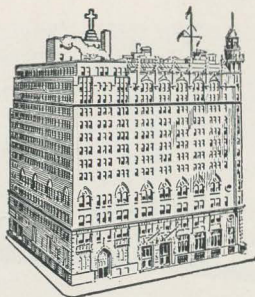


# The LOOKOUT

JUNE 1959



SEAMEN'S  
CHURCH  
INSTITUTE  
of NEW YORK



**T**HE 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

VOL. 50, No. 6

JUNE, 1959

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
25 South Street, New York 4, N. Y.      Bowling Green 9-2710

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**THE COVER:** Brak Piner, deckhand on a tug that ties up regularly across from the Institute, found a penny the other day. After that lots of good things began to happen. See page 11.

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*The Port of New York Authority*

View of the North River today. Hudson called the river "The Great River" and "The Manhattes," after the Indians he found here. In 1611 the Dutch titled it the Mauritius after Prince Maurice of Orange. In following years, however, it was customarily called Groote River, the Manhattan, the Nassau, the Noordt (or North) and the Montaigne, as well as the Mauritz and, occasionally, the Hudson. When English political control was established here, the river was officially named the Hudson, although the name North River still attaches to the stretch of water west of Manhattan Island.

THE HUDSON ANNIVERSARY: 1609—1959

## The Beautiful Disappointment

**I**T is difficult today, looking at the vibrant city at the mouth of the river that he first navigated, to understand Henry Hudson's abject disappointment when he left New York harbor. It is even more incredible that as a result of this expedition he received not reward, but punishment.

Hudson, like Columbus, had been looking for a short passage to the East, but unlike the discoverer of the New World, he sought sea lanes going east over or through the north of Europe. In 1607 he had sailed the *Hopewell* for the English Muscovy Company, seeking this northeast passage he was certain existed. Going as far north as ice permitted, 80°, he touched upon Spitsbergen and Greenland. He found no passage, but his observations and recommendations regarding the hunting of game in the far north gave tremendous impetus to the English whaling industry. The whales in this area, never having met

a worthy adversary, were entirely unafraid, even of man. Tame as pets, the huge mammals were easy prey for the eager whalers, and the whale fisheries thereafter so thrived that they threatened extinction of the species in that region.

In 1608 Hudson made another trip for the same company, this time by way of Novaya Zemlya. The log books of this voyage contain several entries concerning mermaids which, reportedly, burst out of the ocean beside the ship, waved greeting, and swam swiftly away.

By 1609 the English Muscovy Company had wearied of supporting Hudson's ventures. Hudson, however, was no mere hired hand sailing where his masters directed him. He had been infected—almost obsessed—with the search for this passage and, finding no backing in England, he turned to supporters abroad.

He approached the Dutch East India

This model of the *Half Moon* is in the Institute's Marine Museum. The 80-ton vessel measured 58'6" long; 16'2½" beam and 7' draft.



Company in The Netherlands. Having recently received reports substantiating Hudson's ideas from other mariners and cartographers, the company responded favorably, yet hesitantly. Hudson impatiently — and shrewdly — offered his services to a rival company. Upon learning of this the Dutch East India Company decided to procrastinate no longer and made Hudson a definite offer: outfitting of the *Half Moon* plus 850 guilders and a crew of 20. In the event Hudson did not return, his wife would receive about 20 £. He was to retrace his course of 1608 to Novaya Zemlya (77° N), turn eastward until he found the "Oriental Sea" and return within one year to report fully on his discoveries. The Company retained all rights to his log, charts and other observations.

On April 4, 1609, the little *Half Moon* sailed into the snarling, icy seas. The English and Dutch factions of the mixed crew were already hostile to each other. Most of them, furthermore, had sailed only in warm waters. They grew mutinous and refused to sail on, an omen, perhaps, of Hudson's own unfortunate end. Ignoring his precise instructions, Hudson gave his crew a choice: they would seek a north-west passage or they would sail southwest to about 40°N, where water and climate would be warmer and friendlier, and where his friend, Captain John Smith of Virginia, reported a narrow isthmus cut by a river. They would seek the river, sail to the other side of the continent and continue due west to the Far East.

Hudson and Smith had long correspondence about this passage, which friendly Indians had often mentioned. Smith had even provided rough maps and charts based on his Indian friends' reports. It has been suggested, in fact, that Hudson had secretly had this destination in mind and that his presentation to the Dutch East India Company was a ruse all along.

Be that as it may, the *Half Moon* sailed west and, after her foremast split in June, rode into Penobscot Bay for repairs. She thereafter touched at Cape Cod, Chesapeake Bay and Delaware Bay and on September 3 entered New York harbor.

Tense excitement gripped the men as they sailed up the river toward Albany, and their conviction daily grew stronger that they had found the passage Smith had told of. Imagine, then, if you will, their chagrin as the river grew shallower until, finally, they were forced to turn back.

On the return voyage the *Half Moon* stopped in England, where the ship was impounded, the crew jailed and Hudson detained and ordered henceforth to sail only for his home government. But they had found a rich and beautiful country. Hudson said so, as did Robert Juet, the crewman whose diary of this voyage still exists. Once again Hudson's reports stirred the English people to action. He had noted good cod fishing and a possible good trade in furs there, thus creating new desire for exploration and colonization of America.

Riding the tide of this high interest in the New World, Hudson convinced a newly-formed English company to outfit the *Discovery*, and he sailed in 1610, once again seeking a western passage to the East.

By June he reached Hudson Strait and entered Hudson Bay, spending three months exploring eastern islands and shores. It was an exceptionally hard winter, however, and by November the ship was locked in ice. Fearing they would never otherwise get home, the crew mutinied in June, 1611, putting Hudson, his son and seven loyal crew members adrift in a small boat. They were never heard of again. Ironically, the instigator of the trouble, Henry Greene, was killed soon afterwards during an Indian attack.

— JANET C. FULMER

**HONORED:** Captains Benedict Deeley and John J. Churchill, along with eight crew members of the tug *Dalzellera*, have received Coast Guard letters of commendation for "initiative, courage and skill" displayed during rescue operations after the collision of the Swedish motor vessel *Nebraska* and the U. S. Tanker *Empress Bay* in the East River a year ago.



Amid the raging fire which broke out on both ships following the collision, the tug removed four persons from the tanker, pushed the Swedish vessel away from Pier 31 and then succeeded in separating the two ships. Engineer Hans Uthus voluntarily boarded the *Empress Bay* to fasten a tow line from the tug.

Vice Admiral A. C. Richmond, Commandant of the Coast Guard, stated in the letters: "The prompt and effective response of the *Dalzellera* in this emergency reflects the highest credit on the state of readiness of her officers and crew."

Pictured here following presentation ceremonies are (left to right): Thomas Wallace; Peter J. Feger; William Jones; Hans Uthus; Captain Churchill; John McGowan; Rear Admiral Henry C. Perkins, Commander of the Third Coast Guard District, who presented the citations on behalf of Vice Admiral Richmond; Richard Kalberer; Lloyd Dalzell, Chairman of the Board of Dalzell Towing Corp.; Howard Caulfield and Captain Deeley. Crewman Ralph Hennessey, also a recipient, was not present.

Coast Guard commendations for action in this emergency were also awarded to Captain Eugene E. Kenny and pilot Otto A. R. Winderl of the city fireboat *William J. Gaynor*; the members of Engine Company 77, N. Y. Fire Department; and the master of the tug *Valmorac*, Captain William G. Reichert, his officers and crew.

## On Deck After Sundown

**Y**OU know, there is something mighty friendly about a ship. Especially is this so after sundown, when she has become a formless shadow underneath the stars. The day may have been brazen; the sea, an empty wilderness. But on her boat deck the only light is that reflected up the engine room skylight or the tiny glow of her mast light, which seems like a nearer star of the host. The feel of the hum of her insistent heart within her never fails but to communicate something of her vitality. Above you tower her tall funnels. Volumes of oily smoke make a wavy path across the starry heavens. The sea glows where her prow parts it. Her wake is a stream of phosphorescent fire. And if there is a moon, down the path of its rays there is a canal of silver cut in rolling fields of purple.

The silence, the peace and tranquility which one can get on the boat deck of a ship after sundown no doubt have caused many a man to think straight — to go out and do things worth accomplishing. For the high dome of the sky, with its circular floor, the sea, ever seems to be illuminated by the proximity of a wonderful Presence.

— CAPTAIN RALPH E. CROPLEY

Seaman Tom Lyons' portrait of Vinel won first prize of \$100. Another Lyons painting, *Portrait of a Seated Girl*, appears in the bottom photo on the facing page.

## Sailors on Canvas



“AN original effort, well executed. Clearly the work of a serious student of art,” said artists Edmond Fitzgerald, Bertram Goodman and John Noble as they judged Tom Lyons’ impressionistic nude the first prize winner of the 1959 painting contest sponsored by the Institute.

Tom’s history as an artist bears out their remarks. Between trips to sea as a water-tender during the past 21 years, the English-born Irishman has studied at the Art Students League and the National Academy School of Fine Arts in New York, as well as at the Grand Chaumiere in Paris. In 1953 he had a one-man show of

20 oil paintings at the Institute, stating at that time that his preference was portraiture work. He evidently stuck to his preference, for in 1954 his portrait “Fran” won third prize in the contest and in 1955 he drew an honorable mention for a portrait of an Italian guitarist.

The favorite subject of other years, seascapes, was represented in fewer than 25% of the 1959 entries, but one of them carried off the second prize: “Encounter off St. John’s” by Norman Maffei. Another serious art student, Mr. Maffei, who also entered two landscapes in the contest, said upon learning of the award, “I’m glad the



Second prize of \$25 went to Norman Maffei for his rich and realistic depiction of a Liberty ship passing a Grand Banks schooner. The two landscapes in the facing photo are also by this seaman.

seascape won because it’s the type of work I hope to specialize in later.” A resident of upstate New York between trips, he admits that the sea keeps luring him back, and he expects to ship out of the Port of Buffalo via the St. Lawrence Seaway in the future.

Contrasting sharply with the first two winners is second mate Schulze-Eck’s abstract still life. In awarding it third prize, the judges commended the German seaman’s bold experimentation. Mr. Schulze-Eck’s two entries were the only abstracts in the show.

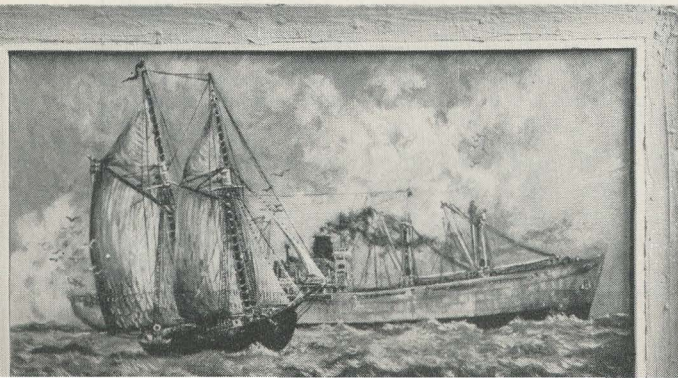
Honorable mentions were awarded to three paintings. Robert Clement’s “The Back Yards” is a dark but mistily romantic view of wash hanging high above the ground between tenements. A French seaman, Mr. Clement won first prize in the 1954 contest and an honorable mention in 1957. Captain H. F. Craven of the Gulf Oil Company earned plaudits with his accurately detailed rendering of “USS Ranger.” A ship’s surgeon wielding a palette knife won notice for his vigorous rendering of “Mollendo Mt., Peru.” He is Dr. Albert R. Kolar of American Export Lines.

The Institute has sponsored painting contests annually since 1945 as part of its recreational program.



Second Mate Schulze-Eck took third prize of \$10 with his abstract *Still Life*. Part of Herr Schulze-Eck’s other abstract entry is visible in the photo below.

Having narrowed the field, judges Edmond Fitzgerald, Bertram Goodman and John Noble take a final look before announcing their decisions. Honorable mentions were awarded to the canvases on either end on the floor and to the partially visible picture in the upper left corner.



# The World of Ships

## RUST CURE

The cure seems to have been discovered for a common disease of tankers—"eight-year rust," so named because it takes about eight years for corrosion by petroleum products to ruin a steel bulkhead.

For the past year the MSTs tanker *Yukon* has sailed the high seas as an experimental container, a number of its bulkheads covered with various coatings and others left exposed. Some of the bulkheads became scaly; others remained smooth and oily.

A bulkhead's life might be indefinitely extended by coating the steel wall with some of the materials shown successful in the test.

It is predicted that within one year all vessels carrying aviation gases, jet and other fuels will be required to have their bulkheads protectively coated against this rust. The first coating of a vessel would cost about \$500,000. Replacement of bulkheads on a 25,000 deadweight ton tanker would cost between one and two million dollars.

## CAFETERIA SHIPS

H. B. Cantor's project for 90,000-ton cafeteria ships (THE LOOKOUT, Oct. 1956 and June 1958) is moving slowly forward. The first model of the superliners, designed to ferry 6,000 passengers across the Atlantic on weekly 4-day trips, went on view last month in the lobby of the Dixie Hotel, Manhattan.

The U.S. government will not authorize needed subsidies for construction of the ships, according to Mr. Cantor, president of the Carter Hotels Operating Corp., but he feels confident he will be able to have them built abroad—for little more than half the cost of building them here. Mr. Cantor recently visited Japanese shipyards and is currently inspecting yards in Europe, particularly Italy, where he is now negotiating.

Mr. Cantor is convinced the ships would operate profitably from the outset. Although the planned fares of \$50 to \$125 would include only transportation and room, meals, with all other shipboard items being extra, he foresees a new "nickels, dimes and quarters" market in the tourist season and, during the winter, an untapped seagoing convention market. The ships' design includes a convention hall to seat 4000.

## PROJECT SUBIC

The Pentagon is studying development of a small atomic submarine needing only a 12-man crew—Project Subic (a contraction of "submarine integrated control").

Crew requirements for the submarine would be cut by turning many control functions over to automated machinery. Besides saving space, cutting the crew complement on this craft would be a step toward solving a personnel problem: it is harder and harder to recruit people for dull, routine jobs.

As described by Capt. Richard B. Laning, original skipper of the second atomic submarine the *Seawolf*, the small craft would be designed to attack enemy submarines threatening Allied shipping, especially in remote areas.

According to Capt. Laning, the small atomic submarine, which is expected to outperform current craft, could be ready to join the fleet in 1965.

## DEEP RIVER

A newly discovered great ocean river, beneath a previously charted current in the Pacific, has recently been described by Dr. John A. Knauss of the Scripps Institute of Oceanography.

The westward flowing South Equatorial Current has been known for years. The newly discovered Cromwell Current

flows beneath eastward at speeds up to three knots for an estimated 3,500 to 6,000 miles. It transports about 35,000,000 cubic meters of water per second, or about half as much as the Gulf Stream.

## ATOMS AHEAD

A British atomic authority has forecast nuclear shipping by 1961 that will operate within 5% of the cost of conventional ships. At the present rate of progress, within a decade atom ships will be competitive, says H. W. Bowker, who heads the marine division of the British Atomic Energy Authority.

Several nations are taking steps to follow the *Savannah*, now building in this country, into the marine atomic age, with first applications going to tankers.

## THE LONG WALK HOME

A German sailor landed at Idlewild on the Friday night before Memorial Day. Because of excess baggage charges he was dead broke, and the shipping agent who was to have met him was nowhere around.

As he watched the cabs and buses disappear down the road, he recalled a saying from his days in the German army: if you see a road, walk on it. So he left his bags in check and began to walk.

All night he walked beside the streaming holiday traffic toward the glow of Manhattan. At 10 o'clock Saturday morning he had reached the financial district, where he found someone who could tell him in German where 25 South Street was. He had been told that if he ran into trouble in New York he should head for 25 South Street.

Once at the Institute he had a long, long sleep while his baggage was sent for, and on Sunday he was aboard the ship he had been sent here to join.

The Institute is 22 miles from Idlewild.

## HONORED

On May 23 at the final event in World Trade Week, Captain Vincent F. Lucas, master of Esso Standard Oil Company's tanker *Esso Allentown*, received the Tradition of the Sea Award from the Transportation Section of the N. Y. Board of Trade.

Presented by Arthur Baylis, chairman of the Transportation Section, at special Mariner's Day ceremonies at the U.S. Merchant Marine Academy in King's Point, the award reads in part: "For outstanding duty, leadership and competence in accord with the noblest traditions of the American Merchant Marine..."

The award was made to Captain Lucas for his role in the rescue of 31 crew members and the captain's wife of the Danish motorship *Olivia Winther* on May 17, 1958. The *Esso Allentown* was en route from Tampa, Florida to Ostrica, Louisiana when Captain Lucas received a distress signal from the *Olivia Winther*. The freighter was afire and all but three members of her crew had been ordered to abandon ship. The rescue was accomplished in choppy seas, with sea ladders and a Bos'n chair. The tanker then stood by until ordered to proceed by the U.S. Coast Guard Cutter *Cartigan*, which had arrived on the scene. Captain Lucas landed his survivors at Ostrica, and the *Olivia Winther* was towed into Mobile, Alabama.

Captain Lucas is the fourth recipient of the Award.

## GLOBETROTTING DENTIST

An occupational hazard for merchant seamen is not enough time in port to have their teeth properly attended to. Dr. Gens Gainer, a Norwegian dentist, decided to do something about it. He sailed on one freighter long enough to take care of the crew's teeth, moved on to another ship and hasn't looked back since. To date he has been around the world seven times and cared for 6,000 seamen patients.



The National Council of Seamen's Agencies' annual conference was not strictly national. Delegates shown here are, left to right; Rev. Clifford Train and Rev. Canon Guy Marshall, Toronto; Rev. Eric Newman, New Westminster; Rev. Stanley Smith, Vancouver; Rev. Prebendary Cyril J. Brown, London; Rev. Canon B. J. Williams, Halifax; Mrs. Audrey Paton, Toronto; Mr. Franklin E. Vilas, conference chairman; Mr. Alex S. Benton, Council secretary, and Dr. Raymond S. Hall, director of the Seamen's Church Institute of New York.

## The Better To Serve

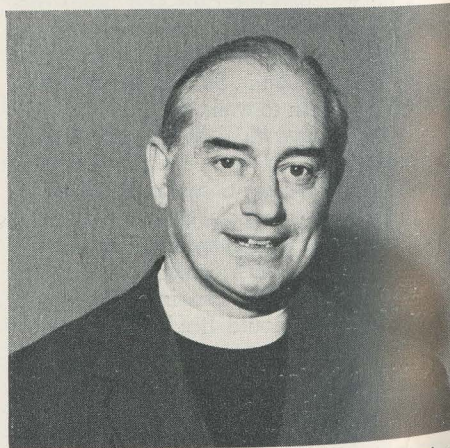
ON the first three days of June, representatives from seamen's centers throughout the United States and Canada met at the Prince George Hotel in New York for the annual conference of the National Council of Seamen's Agencies.

Conference Chairman Franklin E. Vilas, president of the Seamen's Church Institute of New York, welcomed 70 delegates to the opening session, addressed by the Rev. Prebendary Cyril J. Brown, general superintendent of the British Missions to Seamen. Speaking on "Missions to Seamen in an Atomic Age," Prebendary Brown traced the "pattern of Christian concern" for seamen from the early days of the 19th century to the establishment of the British Merchant Navy Welfare Board, which since World War II has coordinated service to seamen in his country. Representatives from labor, government, shipping and the voluntary agencies now work harmoniously, said Prebendary Brown, in providing services, preventing the overlap of appeals and in setting minimum standards in facilities throughout the world for British seamen ashore. Noting that his organization, which operates some 80 stations around the world, was serving seamen in "the atomic age," Prebendary Brown expressed doubt that the Flying Angel, symbol of the Missions, would ever be "nuclear powered."

In a footnote to the operations of the British Missions to Seamen, its Toronto representative, the Rev. Canon Guy Marshall, described his experimental use of a trailer house in meeting the needs of the many foreign seamen now coming ashore

in Toronto since the opening of the St. Lawrence Seaway. Canon Marshall said that a 10' x 40' trailer had been successfully placed in service on the waterfront as a combination chapel and recreation lounge, complete with a folding altar, a chaplain's office, television and a kitchen for serving snacks. He said that more than 20 men at a time could comfortably use the mobile facility.

"The Role of Seamen's Agencies Aboard Ships" was the subject of the second conference session, at which Mr. Maitland S. Pennington, assistant vice president of Moore-McCormack Lines, presided. Introducing the subject, Mr. Pennington expressed the view that there was too much "nationalism" reflected in the work of seamen's agencies and not enough concentration on the main objective, which he



The Rev. Prebendary Cyril J. Brown: "Our Flying Angel will never be nuclear powered."



Mr. Carl E. McDowell, Council President, and Mr. Maitland S. Pennington, who presided at the second session.

described as the creation of understanding by bringing the seamen of all nations together through programs designed around their common needs and interests.

Captain Robert Skinner, assistant general operating manager of the U. S. Lines, said that ship visitors were always welcome aboard his company's vessels, and that their books, magazines and banking and other services were genuinely appreciated by the crews. Noting that the fast turnaround often kept seamen close to their ships, Capt. Skinner quoted one sailor as saying, "If it wasn't for the men from the Seamen's Church Institute, I probably wouldn't put a dime in the bank."

Captain Reginald Cross, marine superintendent of the Kerr Steamship Company, told the agency delegates that he felt important education and recreation needs were going unmet aboard ships. He urged the creation of an international film and phonograph record center, from which crews could borrow or rent for use at sea. He also cited the need for education courses to be made available to seamen in five or six languages for shipboard study.

At the third conference session Mr. Robert F. Unrath, port promotion manager of the Port of New York Authority, described in words and pictures recent changes in the port and development planned to keep New York supreme as the gateway to the nation.

Addressing the final conference luncheon, Mr. Carl E. McDowell, Council president, reminded seaport communities of their opportunity to make "a most practic-

able and truly constructive effort at internationalism" through their active support of centers serving merchant seamen. "We swamp the United Nations building with women's clubs and men's clubs," he said, "all trying to outdo one another at being 'internationalists,' but when it comes to the opportunity delivered daily to the American doorstep by merchant ships, too often we can't see beyond our noses."

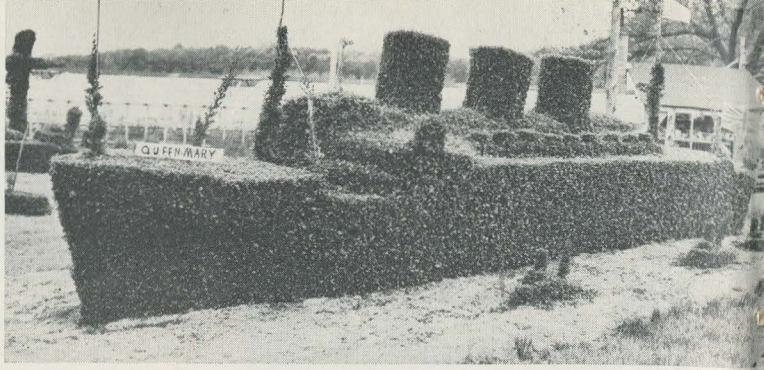
Several agencies reported during the conference that their participation in community chest programs had either been barred or threatened by the feeling that seamen are "outsiders, not really part of the community" and that community funds should not be used for their needs. Attacking this notion, Mr. McDowell said, "No community should blind itself to the fact that visiting seamen become a part of the community for the duration of their visit. In urging community support for seamen's agencies, Mr. McDowell also cited the economic importance of the seamen to ports served by their ships. "The crew is part of a ship, and the community should treat the crew well in exactly the same way that it treats the ship well — for good and practical reasons. In this regard, there is a great need in most port communities to recognize the ability of merchant seamen's agencies to help meet community needs. Conversely, such recognition should be translated by the communities into rendering earnest support to the agencies."

During the Conference, delegates visited several of the local agencies, including the Seamen's Church Institute of New York, where they spent an evening in the new International Seamen's Club. They also enjoyed a sightseeing tour as guests of the Dalzell Towing Company.

The Council delegates re-elected Mr. Carl McDowell as their president. Continued in office as vice presidents for the various districts of the Council were Franklin E. Vilas, East Coast; Hugh Gallagher, West Coast; Scott Osgood, Great Lakes; Emile Dieth, Gulf Coast, and the Rev. William McLean, Canada.

Re-elected also were Clarence G. Michalis, treasurer; Dr. James C. Healey, assistant treasurer; and Alex S. Benton, executive secretary.

It took a lot of "bush-barbering" to form a hedge looking like the Queen Mary. Gus Yearicks has worked more than 20,000 hours to grow his gallery.



## Evergreen Ships

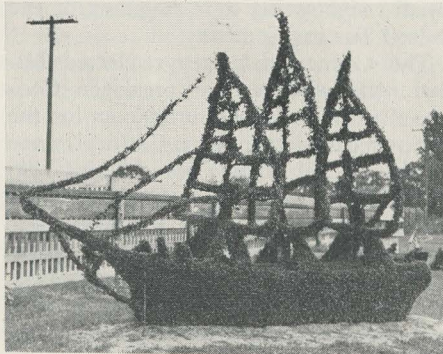
THE New Jersey Cape has seen plenty of ships in its time as the oldest seashore resort area on the Atlantic coast, but few compare with the evergreen boats fashioned by Gus Yearicks, of Tabernacle Road, Wildwood-by-the-Sea, N. J.

The features of the square acre of hedge gardens cultivated by Mr. Yearicks are a full rigged clipper ship and a replica of the *Queen Mary*.

The clipper ship is the *Cutty Sark*, and it sails majestically in all its green glory regardless of the weather. It took Yearicks 22 years to grow and shape the *Cutty Sark*. The *Queen Mary* is being eased into dock by six miniature tugs also made of hedge.

The weekend gardener who views hedge trimming as a necessary evil ought to get together with Yearicks. Yearicks trims hedges too, but he wields his pruning shears as no suffering suburbanite ever dreamed. For 27 years, he's pruned and snipped, fashioned and clipped for some

This replica of the full-rigged *Cutty Sark* is the star among the nearly 100 "statues" in Mr. Yearicks' garden.



40 hours weekly in the salt-spiked atmosphere of his seaside hedge gardens.

In addition to ships, Yearicks has fashioned animals, people and objects of familiar interest for a living gallery of nearly a hundred other strange and wonderful evergreen statues.

Topiary requires slow and patient labor as the plants grow and are twisted and fashioned in the shape suiting the artist's fancy. Training is started when the plants are small. Each year's growth must be held back by hard pruning to force the heavy twig growth which gives compact foliage. It takes more than a minute—more than a season—in fact, an average of ten years to get the final shape desired.

A sailing ship is one of the most difficult topiary forms to create. It calls for a good deal of training of the hedge plants in addition to the cutting and clipping necessary to keep them shapely.

Mr. Yearicks thinks he may have spent up to \$36,000 in labor and materials over the past quarter of a century to create his garden, the only one of its kind in the United States.

And just what does the artist of the pruning shears use in his trimming work? Some fancy cutters? Perhaps electrically operated? No, indeed—just ordinary hand shears. Nor does he have any special formula for making his plants grow and thrive. He just plants them and gives them the ordinary care they deserve.

If your boating travels take you along the Atlantic coast, be sure to stop over at Wildwood-by-the-Sea, N. J. and see what "shear" hard work can accomplish.

— CHARLES V. MATHIS

## At Our House

### HIS SHIP CAME IN

On his day off, Braxton Piner, a tug deckhand better known as Brak, picked up a penny in the street en route to see the TV contest program "The Price Is Right." After the broadcast, the MC invited interested members of the audience to audition for the show. It was very hot outside, the studio was air conditioned and Brak had no pressing appointments. He decided to stay—not to apply, just to see how it's done.

He came back to the Institute, where he bunks on his days off, not quite sure why they picked him out of the hundreds of applicants. The next two days Brak was on TV, winning so much that he can barely remember it all. Besides an array of electrical home appliances, a movie camera and projector, a dinette set and many other things, all of which the Piner family can use, he was given a Dutch motorbike for his 16-year-old son.

The bike is checked at the Institute's baggage room awaiting the truck that will take it to his family in Davis, North Carolina. The other prizes are being delivered directly to his home, except for the most exciting one of all: a week's all-expense-paid stay at the Waldorf Astoria. The Piners never had time for a honeymoon, for theirs was a wartime marriage. They will take one now and celebrate their 17th wedding anniversary, June 20, at the same time.



A deckhand on the tug *Ellen F. McAllister*, where this photo was taken, Braxton Piner came to New York seeking better prospects. His prospects turned out to be better than he ever imagined.

His understanding boss gave Brak a few days off to take the good news in person to his family. Checking his bags in a 25¢ locker while waiting for train time, Brak found a quarter on the floor. Calling home from a pay telephone, he heard the dial tone as soon as he picked up the receiver: there was a dime in the phone already. After weighing himself on a penny scale, he heard a clunk: a nickel appeared in the scale's coin return slot. In Davis, a man offered to drive him back to New York—a man with an expense account, who wined and dined him all the way.

Brak is somewhat awed by his good fortune and even a little uneasy about it. "Like I told my wife, if my luck ever turns against me, man—I mean it's really going to be terrible." He doesn't believe in good luck charms and that sort of thing, but he admits he wouldn't like to lose the penny he found.



RUDDER CLUB SCHOLARSHIP: Commodore Thomas F. Anderson of the Rudder Club (2nd from right) presents a \$2,500 check to Dr. Raymond S. Hall, director of the Institute, to establish a Rudder Club scholarship fund at the Merchant Marine School here. Looking on are past Commodores John L. Sullivan (left) and William J. Rudolph. The fund has already helped three men work toward raises in grade.



# Book Watch

The history of men and the sea has been well covered this season, from the oldest to the most recent developments. Beginning his story in Egypt about 4,600 years ago, **Lionel Casson**, a scrupulous scholar, presents considerable new material in **The Ancient Mariners** (Macmillan, \$5.95, *illustrated*). Professor Casson recounts the adventures and inventions of ancient seafarers and sea fighters up to the end of the Roman Empire, studding this interesting history with well chosen anecdotes.

The epic story of fifteenth century Portuguese exploration is told in spirited style by **Gilbert Renault** in **The Caravels of Christ** (Putnam, \$5.00, *illustrated*). In 1415 Prince Henry the Navigator established a center for maritime research and thenceforward inspired adventurers to seek out new shores to bring new treasures to the coffers at home and to spread the Gospel among the heathen. Mr. Renault tells how Ethiopia, India and, at last, America were found, describing vividly the explorers' fantastic adventures and incredible daring.

The first complete and adequate English version of **The Life of the Admiral Christopher Columbus** by his Son **Ferdinand** (Rutgers Univ., \$7.50, *illustrated*), appears in **Benjamin Keen's** translation of the original text, published in Italy in 1571. Mr. Keen has carefully annotated this intriguing, dramatic volume, while remaining as faithful as possible to Ferdinand's text.

Although **Paul Budker's Whales and Whaling** (Macmillan, \$5.00, *illustrated*) is primarily intended as a definitive study of the characteristics and life habits of whales, Mr. Budker includes a detailed history of whaling, describing changes in types of ships used, methods of killing, rates of pay for whalers — in fact almost

every aspect of the whaling industry since its beginnings.

In **Mount Hope** (Viking, \$5.00, *illustrated*) **George Howe** has chronicled 300 years of the life of Bristol, Rhode Island: the lean years during the Indian Wars; the golden years in the eighteenth and early nineteenth centuries, waxing fat on slave trade, privateering (and a little piracy), China trade and whaling; the "blending" years, when the influx of immigrant labor helped the town turn into an industrial center as her importance as a seaport waned. Centering his story on the fifteen branches of the deWolf clan (of which he is a member), Mr. Howe draws a good-natured, captivating portrait.

**Master of the Moving Sea** (J. F. Colton, \$10.00, *illustrated*) is the complete life story of Captain Peter John Riber Mathieson, whose career began in the heyday of sail and ended in the infancy of nuclear power at sea. Throughout his 83 years, Captain Mathieson kept extremely detailed records and wrote often recounting his experiences. Drawing on these aids, his sister-in-law, **Gladys M. O. Gowlland**, has compiled an outstanding account of global seafaring.

**Rum Row** (Rinehart, \$3.95) by **Robert Carse** is the first full-length account of the thrilling adventures aboard the sailing ships that brought "the real McCoy" to America during Prohibition. Three miles off the coast these boats anchored, awaiting the contact boats that darted back and forth to the mainland evading the harried Coast Guard. This was real seamen's work at first, but it became madness when the hoodlums took over. Mr. Carse's book is entertaining, often uproariously funny, but it carries a warning in the direct line traced from the Prohibition syndicates to the members of the mysterious Apalachin meeting in 1957.

## TIDAL PICNIC

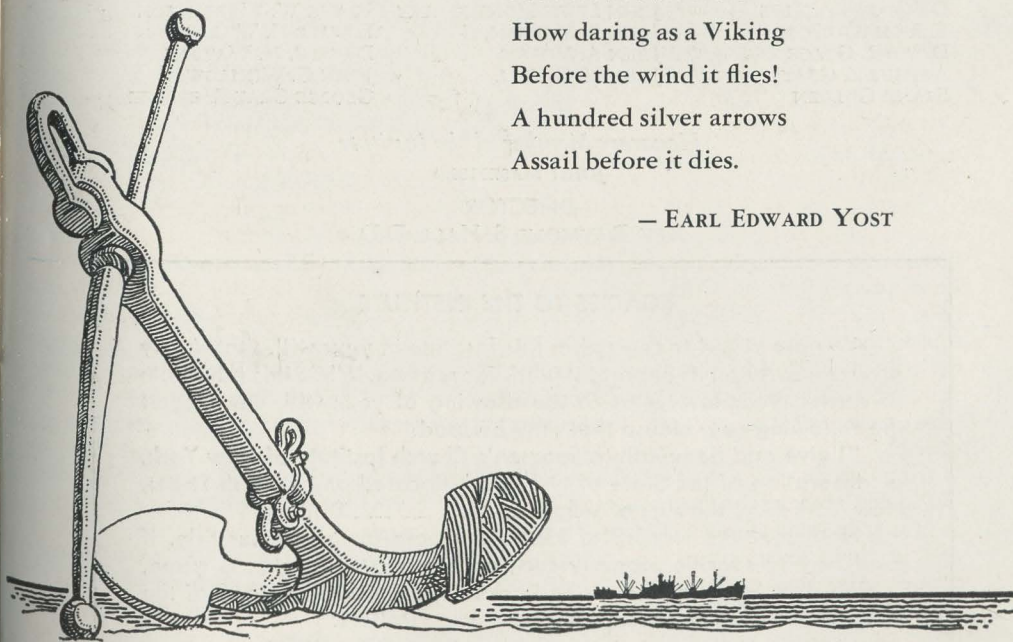
Insatiably, the high tide feeds  
Upon the shore-line, licks and laps  
The milky foam, and then recedes,  
Leaving a litter of sea-shell scraps.

— BETTY ISLER

## RAIN ON THE SIDEWALK

A little silver river  
Flows down to silver tides,  
And there, on bold adventure,  
A silver bubble rides.  
How daring as a Viking  
Before the wind it flies!  
A hundred silver arrows  
Assail before it dies.

— EARL EDWARD YOST





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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.