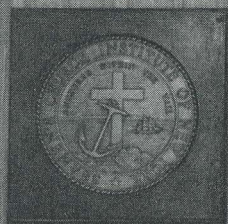
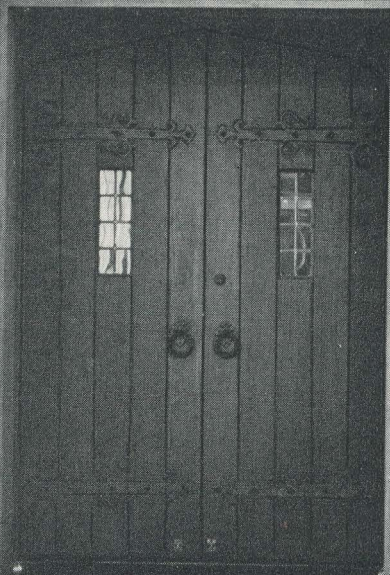


The LOOKOUT

SEPTEMBER 1959



CHAPEL OF OUR SAVIOUR



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 25 South Street known to merchant seamen the world around.



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The LOOKOUT

VOL. 50, NO. 9

SEPTEMBER, 1959

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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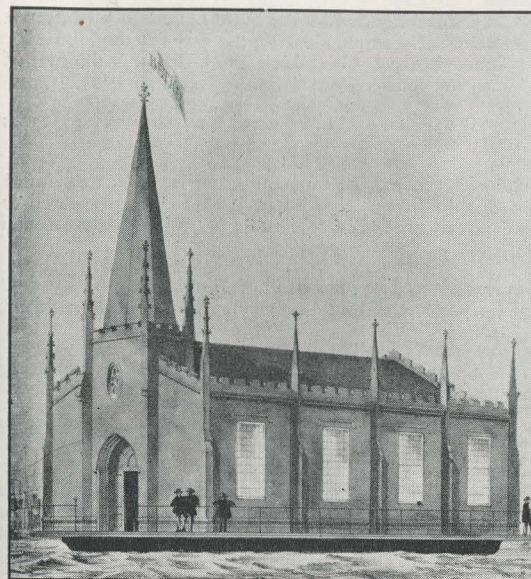
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Published Monthly \$1.00 yearly 10c a copy

Gifts to the Institute of \$5.00 and over include a year's subscription

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



Seamen's Church Institute of New York, 1844

Highlights from the Log of the SCI 1834-1959

- 1834: MARCH 6 — First meeting of the Young Men's Auxiliary Education and Missionary Society, consisting of 42 charter members, the Rev. Benjamin J. Haight, president.
- 1842: JULY — The Young Men resolved to "inquire into the expediency of establishing a mission to the sailors in this city . . ."
- SEPTEMBER 19 — The idea for a seamen's mission was favorably reported and a committee was formed to develop "the most advantageous plan for a floating chapel."
- NOVEMBER 24 — A joint committee of the Young Men and their parent authority, the City Mission Society, decided that a seamen's mission, preferably a floating chapel near Pike Street, should be established and supported by the Young Men.
- 1843: APRIL — The Young Men had definitely committed themselves to a seamen's mission.
- JULY 3 — The Rev. Benjamin Clarke Cutler Parker started his work as the Young Men's first missionary to seamen, serving until his death in 1859.
- JULY 16 — The group's first church service for seamen was held at the corner of Pike and South Streets, over a grog shop in a rented room which was used until the first floating church was ready in 1844.
- 1844: FEBRUARY 20 — The Floating Church of Our Saviour for Seamen, in use until 1866, entered service at Pike Slip, East River.
- APRIL 12 — The group became incorporated as the Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York.
- 1846: SEPTEMBER 28 — Second floating chapel, the Floating Church of the Holy Comforter, was completed and towed to the foot of Dey Street, North River. The first service was held here on OCTOBER 11, and the chapel was used until 1868.
- 1847: MARCH 1 — The Rev. Daniel Van Mater Johnson became the second missionary of the Society, in charge of the Floating Church of the Holy Comforter. In his first report the Rev. Johnson pointed to the need to provide "a retreat" for seamen, where they might be cared for in "body and soul," forecasting the shore homes from which 25 South Street evolved.
- 1850: MAY — Before the Society was chartered for lodging services, the Rev. Johnson and three laymen of the Society set up a home for seamen as a private enterprise at 2 Carlisle Street, moving later to larger quarters at 107 Greenwich Street.
- 1852: MARCH — The Rev. E. F. Remington became the Society's third missionary, serving outdoors in the Coenties Slip-Whitehall area.

THE COVER: This is the new entrance to the Chapel of Our Saviour. Other pictures of the redecorated lobby of 25 South Street appear on page 8.

- 1854: MARCH 21 — The charter of the Society was amended by the State Legislature to permit the "boarding, lodging and entertainment" of seamen, clearing the way for the Home for Seamen opened OCTOBER 1854 at 338 Pearl Street. Used until 1893, this was the first of six lodging centers maintained prior to the opening of 25 South Street in 1913.
- 1868: A house at 34 Pike Street was bought for \$13,000 and fitted up as a mission house. It was used until 1906.
- 1870: JANUARY 9 — The third floating church (the second Floating Church of Our Saviour) was opened for services at the foot of Pike Street. Retired in 1910, it was presented to the Archdeaconry of Richmond and moved ashore in Mariner's Harbor. Fire destroyed it on December 26, 1958.
- 1885: APRIL 6 — Edmund Lincoln Baylies was elected to the Board of Managers. He served 47 years successively, as Chairman Executive Committee, Attorney and First Lay President, until his death in 1932.
- 1888: Society's first brick church built. This new Church of the Holy Comforter, incorporating recreation and residence halls, remained in use until 1913.
- 1896: JANUARY 3 — The Rev. A. R. Mansfield became Chaplain of the Floating Church of Our Saviour and East River Station.
- 1897-98: The Society's committee on legislation, led by J. Augustus Johnson, joined other seamen's societies in giving crucial support in the passage of federal statutes that marked the beginning of the real fight against crimping, shanghaiing and general exploitation of seamen.
- 1903: Mission boat *Sentinel* was purchased to transport seamen to and from ships. In 1915 it was replaced by the boat *J. Hooker Hammersley*, which was used until 1921.
- 1904: AUGUST — Brooklyn branch, in use until 1907, was opened at 22 First Avenue.
- 1906: FEBRUARY 6 — The Society was authorized to change its name to Seamen's Church Institute of New York, effective APRIL 5, 1906.
- 1908: JANUARY 15 — "The Breakwater" lodging house for seamen was opened in Brooklyn. It was in use until 1913.
- 1910: All stations of the Society were consolidated under the Rev. A. R. Mansfield as superintendent at 1 State Street. First issue of THE LOOKOUT appeared in MAY.
- 1912: APRIL 16 — Cornerstone of the Institute was laid at 25 South Street.
- 1913: SEPTEMBER 15 — The doors of 25 South Street were opened, and 90 men were lodged the first night. Accommodations included dormitories and 500 bedrooms, dining and lunch rooms, soda fountain, barber, baggage and mail facilities, chapel, reading and game rooms, auditorium, savings department, lost and found, employment bureau, slop chest and other services.
- 1914: Nautical training started for seamen at the Institute's Merchant Marine School, which has since helped tens of thousands of seamen to higher ratings.
- 1915: Mrs. Janet Lord Roper was named House Mother of the Institute. She helped establish the Missing Seamen Bureau shortly thereafter and was a beloved, almost legendary figure when she died in 1943.
- 1918: Free showings of current movies to seamen started, at first sporadically, and today regularly, three nights a week.
- 1921: NOVEMBER — Radio station KDKF was established on the roof of the Institute to broadcast medical aid to ships not carrying doctors. This service is conducted today by the Radio Marine Corporation of America as MEDICO.
DECEMBER 31 — Legislation promoted by the Institute was obtained requiring first aid certificates of merchant seamen of the rank of master, pilot, mate or engineer.
- 1923: First Aid Manual, by Surgeon Robert W. Hart, U. S. Public Health Service, published by the Institute.
- 1927: APRIL 15 — Dedication of the illuminated Cross on the roof of 25 South Street.

- 1929: JANUARY — Institute Annex opened, increasing lodging accommodations to 1614.
- 1930: MAY 22 — Opening and dedication of the present Chapel of Our Saviour.
- 1931: JANUARY 19 — Information desk opened in lobby.
JULY 13 — Dental Clinic opened, supplementing general medical clinic at the Institute.
OCTOBER 30 — Eye Clinic opened.
- 1932: JANUARY — Clarence G. Michalis succeeded Edmund Lincoln Baylies as President of the Institute.
- 1933: JANUARY 31 — Ear, Nose and Throat Clinic opened.
- 1934: FEBRUARY 11 — Death of the Rev. Archibald Romaine Mansfield, D.D., after a ministry of 38 years with the Institute. He was succeeded as Director by the Rev. Harold H. Kelley.
MAY 24 — Opening of Joseph Conrad Memorial Library which today has about 7500 books.
MAY — Early documents discovered that showed the founding date of the Institute to be MARCH 6, 1834, ten years prior to incorporation in 1844.
- 1937: MARCH — Shipboard services started, providing books, magazines, cards and games for shipboard use. During World War II and in the years since, the pay of thousands of seamen has been protected by the sale of traveler's checks and through bank deposits made for them.
- 1939: SEPTEMBER 7 — First torpedoed crew of World War II welcomed at the Institute.
- 1940: NOVEMBER 15 — Opening of the Netherlands Seamen's Club, still on the third floor at 25 South Street, the first of five national clubs maintained at the Institute during World War II.
- 1942: SEPTEMBER — Pilot House and Flying Bridge opened on roof at 25 South Street to serve wartime marine training needs.
- 1943: SEPTEMBER 8 — Uptown branch of the Janet Roper Club opened at 3 East 67th Street to serve wartime needs. Closed FEBRUARY 1, 1946.
- 1944: APRIL 12 — Celebration of 100th anniversary of incorporation of the Institute.
- 1945: APRIL — Alcoholics' Assistance Bureau founded.
JUNE 18 — Artists & Writers Club for the Merchant Marine started at the Institute.
- 1948: AUGUST 31 — Dr. Raymond S. Hall named director upon the retirement of the Rev. Harold H. Kelley, D.D., director since 1934.
- 1953: MAY 24 — Marine Museum opened.
- 1958: JANUARY — Franklin E. Vilas elected president, succeeding Clarence G. Michalis, who resigned to continue his interest as chairman of the Board of Managers.
MAY — International Seamen's Club opened to promote good will and friendship among the seamen of many lands who come to New York.
SEPTEMBER — ANGYRA, the International Society for the Aid of Greek Seamen, moved its New York headquarters to the fifth floor at 25 South Street.
- 1959: MARCH 6 — Celebration of 125th anniversary of the founding of the Institute.



25 South Street as it appears today has become a landmark on the tip of Manhattan. Seamen from 43 nations anchored here last year.

Around the World — In Just One Day

Seafarers from all over the world come to 25 South Street, men who every day in their work contribute to making our country free, safe and happy.

They find in this 13-story building all the conveniences of a modern hotel, and they pay for many of these facilities. But these services are incidental to the Christian idea of love and brotherhood which underlies the very existence of the Seamen's Church Institute of New York. The befriending of seamen; aiding them in their distress, consoling them in their loneliness and rejoicing with them in their happiness; locating seamen for their friends and kinfolk; welcoming seafarers to our city and country with warmth and helpfulness; worshipping with them and helping them to spiritual strength — these are the things the Institute does for seamen, the things no man can pay for with money.

We invite you to join with us for a day each year—your *Red Letter Day*.

The cost of such a day in perpetuity is 9,000.* The income from your gift will provide these services each year, on the day of your choosing, perhaps as a memorial or tribute to a special person or event. Your personal gift will reach around the world through the hundreds of seamen from every state of the union and from lands all over the globe who make 25 South Street their home whenever they are in the Port of New York.

For further information about this way of saying "Thank you" to the men who help build and keep our country strong, please write or telephone

Jay Dennis

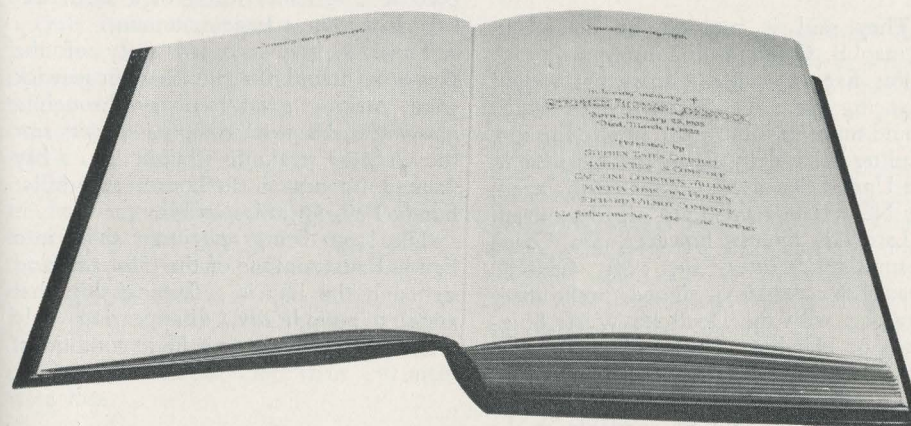
Seamen's Church Institute of New York
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BOwling Green 9-2710

A TAX REMINDER

Remember that *actual* cost of gifts to a philanthropy is net cost after taxes. The Government is a silent partner in all such contributions. It shares the cost. And the higher your tax bracket, the bigger share the Government will bear.

ALL CONTRIBUTIONS TO THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK ARE TAX EXEMPT.

**Some single days are also available each year until all 365 days have been subscribed in perpetuity on our Book of Remembrance Plan.*



Book of Remembrance

A RED LETTER DAY IN PERPETUITY: The entire amount of your \$9,000 gift will be invested, and its annual income will meet the cost (above what the seamen themselves pay) of running the Institute for a complete day . . . your given day. Your own name or that of a loved one to whom you wish to establish a memorial will be inscribed in our *Book of Remembrance* on the page for your day. Each year on your Red Letter Day, the *Book of Remembrance*, open to that page, will be on display in its glass case in the Chapel of Our Saviour at the Institute; and the person in whose memory the day is given, as well as the donor, will be mentioned in prayer in the daily Chapel Service.

The World of Ships

HE DOOD IT!

They said it couldn't be done, but Hyman B. Cantor didn't listen.

For five years Mr. Cantor has sought financing for huge cafeteria ships which would make possible a \$50 fare to Europe. Finding little enthusiasm for his idea in the United States, he negotiated in Japan, the Netherlands and Italy, all to no avail.

Late last month, however, Sea Coach Transatlantic Lines, Inc., Mr. Cantor's steamship company, signed preliminary contracts with the Deutsche Werft Shipyards of Hamburg for two 90,000-gross-ton liners, each capable of carrying 6,000 passengers. About 20% of the passenger accommodations will be available at the \$50 fare.

Mr. Cantor says he has 120% of the financing needed for building the ships in Germany: 70% under a West German guarantee; 20% by another European nation that wants the vessels to call at one of its ports; 20% by the manufacturer of the vessels' propulsion; 10% by the Cantor interests.

The first of the giant liners is expected to begin service by mid-1962.

THE LOOM

A newcomer sailing through the grey seas of the Arctic or Antarctic surrounded by a completely empty horizon, might not believe his eyes if he were suddenly to see another ship steaming serenely past upside down. An old sailor, however, would recognize that it is only the loom again.

Caused, as is the tropical mirage, by refracted light, the polar mirage conjures up peculiar, unexpected sights. For instance, a ship's reflection may hang upside down in the clouds for hours, and sailors may even see two reflections of their own ship sailing bottom to bottom in the sky.

The loom often magnifies the pictures it

projects, so that a few pieces of driftwood become a veritable forest or a small iceberg looks like a large mountain.

There is the recorded story of the *Ochamo*, bound for the New Brunswick coast, making good headway through a glassy sea. All at once the passengers saw the *Ochamo* steaming straight into a bay flanked by neat little houses and hills: Fundy Bay, 50 miles away.

The loom brings phantom ships into Fundy Bay, too. One of the most amazing sights in the Bay is a flaming ship that appears periodically, disappearing only after a change in atmospheric conditions.

BIRKENHEAD FOUND AGAIN

A South African frogman, Nick Dekker, has brought pieces of brass, copper and lead ashore from the wreck of the British troopship *Birkenhead*. Now he is trying to find some of the nearly \$715,000 in bullion aboard when she foundered off Danger Point, 70 miles southeast of Cape Town, February 26, 1852. In August 1935, an Italian expedition tried unsuccessfully to salvage the bullion, believed to be lying in about 15 fathoms.

Although built to be the Royal Navy's first iron steam frigate the *Birkenhead* was converted to a troopship immediately after launching on December 10, 1845, and she made a number of exceptionally fine passages for her day.

On her last voyage she left Queenstown on January 7, 1852, with 476 persons aboard. On February 23 some of the 56 women and children disembarked at Simon's Bay near Cape Town. She sailed from Simon's Bay on February 25 and about 2 a.m. the next morning grounded on a reef off Danger Point. With two fathoms of water under her bows and 10 fathoms under her stern, paddles were reversed and she was taken off the rocks,

but as she slid off a great hole was torn in her and she began to sink immediately.

Only two cutters and a gig could be launched. Into these were placed the remaining women and children with enough sailors to see them safely to shore. The captain then ordered "Every man for himself."

Fearing that the desperate soldiers might swamp the remaining boats, Colonel Seton, in command of the troops, ordered them to fall in on the already sloping decks of the vessel, where, tradition has it, they stayed as the ship sank under them. The facts are eloquent: all the women and children were saved; more than 450 men were lost.

WASHDOWN

All plans for dry cargo ships to be built with Government subsidy must henceforth include atom-washdown fittings, according to a July announcement by Clarence G. Morse, chairman of the Federal Maritime Board and Maritime Administrator.

The washdown systems, which will provide a free-flowing film of sea water on exposed topside areas when ships are in contaminated regions, have been demonstrated to be effective protection for crews against radioactive contamination. Mobilization plans call for their eventual installation on all merchant ships.

New vessels will also have to carry one 60-ton and three 10-ton booms as standard commercial equipment. The Navy Department, which certifies defense features on merchant ships, has pointed out that lifts up to 60 tons are needed to transport military cargoes in both peacetime and wartime. Exceptions will be made only if it can be shown to the satisfaction of the Federal Maritime Board that the booms would exceed the needs of the service for which the ships are intended.

VIVA LA FRANCE

The French Line's first major shipbuilding effort since the *Normandie* is scheduled to hit the water next spring with about 35,000 tons of herself completed — more than half of her final weight.

To speed construction on the *France*, now building at Penhoet shipyard, elements are being prefabricated in workshops alongside the ship and put into place by giant cranes. Although some rivets have been used, most of the ship has been welded together, a smoother hull resulting. Light metal alloys will be used for the ship's superstructure.

The 67,000-ton completely air-conditioned superliner is expected to cross the Atlantic to New York in five days at a top speed of 30 knots with only eight boilers, as compared with 29 boilers in the 83,000-ton *Normandie*.

The *France* is expected to handle the combined traffic of the scrapped *Ile de France* and the soon-to-be-retired *Liberte*, carrying 1,500 tourist-class and 500 first-class passengers. Her maiden voyage has been promised for October, 1961.

The future pride of the French merchant marine will cost about \$74,300,000, with the French government contributing nearly one-fifth of that, or the approximate difference between having her built abroad and building her in France.

YACHTEL

First there were hotels; then came motels; and now . . .

In keeping with the current boating boom, the Holly Beach Corporation plans to set up a \$6,000,000 installation at the western end of the Chesapeake Bay bridge to accommodate boats for brief stays. The marina will have berths for 500 boats up to 60 feet long, plus space for 110 small craft capable of being hauled onto land.



Seamen returning from long trips are rubbing their eyes these days when they enter the Institute. Said one, "What have you done with this lobby? It looks terrific. I feel I should have a coat and tie on." Completed recently, the much needed renovation brought new lights, new colors, new furniture and a new warmth and attractiveness to the lobby, the "Times Square of Seafaring."

Welcome Surprise



Chairs and rugs create a new lounge area under the lobby's huge Fitzgerald mural of the Normandy landing.



Gone are the beams, covered by a new low ceiling in the lobby's rear corridor. Ship models are showcased along the wall at the left.

Say hey!

OPEN HOUSE is OCTOBER 18th

(Sunday)

Come on down!

- See our renovated lobby
- Visit our expanded International Seamen's Club

You'll enjoy it!

- Tours of the building, starting at 1:30
- Auditorium program
- Chapel service
- Tea and refreshments
- Ship model displays, the largest in the nation, at the Marine Museum

Come for dinner, stay for supper!

(Call BO 9-2710 for reservations.)

We have lots of new things to show you!

To reach the Institute —

Take the Broadway bus or Seventh Avenue subway to South Ferry, the BMT subway to Whitehall Street, or the Lexington Avenue subway to Bowling Green and walk east on South Street. By car take the East River Drive or the West Side Highway to 25 South Street. Parking space will be available.



THE CROWDS of seamen using the Institute's International Seamen's Club have pushed out its walls. Opened only a year ago last May, the Club has been host to the seamen from every nation sending ships to New York, and to accommodate the seafarers who jam the joint for dances and shows, the "cafe" section has been expanded to twice its original size.

Chris Nichols, manager of the Club, says that more than 200 seamen now comfortably enjoy themselves on a dance night, some twirling their partners and others chatting with volunteer hostesses at the 34 tables surrounding the bandstand and dancing area.

Seamen who speak the "international language" are always a hit.



Growing Pleasures

A recreation room opposite the lounge has also been opened to provide pool, billiards, ping-pong, quoits, darts and other games. There seems to be a marked preference for ping-pong among Japanese and Chinese crews; Americans like pool; the British go for darts, while other Europeans generally head for the billiard table.

The snack bar at the Club has also been expanded to serve large numbers of seamen using the facilities. Foreign seamen in particular are appreciative of that fact that they can enjoy an evening of dancing and fun at the Club for so very little money — refreshments being the only thing they pay for.

New at the Club is a machine for recording messages to be mailed home. It sees good use among men whose schedules keep them away from home for long periods.

The decor of the "cafe" section has received a big boost from a large mural of tattoo designs recently presented to the Club by American Export Lines. The

The new "cafe" section of the International Seamen's Club is now twice its original size. It takes more than 200 seamen to make a crowd here.

In a new game room adjoining the lounge, parlor athletes can prove themselves.



The lounge was shifted westerly, but the furnishings and friendliness are the same.

mural, painted from tattoo designs found in the unclaimed baggage of a sailor presumably lost during World War II, formerly went to sea on the liner *Constitution*. It was removed this spring when the vessel was remodeled to provide for more passenger accommodations.

Always a popular feature of the Club are the scores of color snapshots made by Dr. Hall showing seamen in the Club. Sailors delight in their pictures and enjoy being able to get prints for the folks back home.

In the entertainments, the best spots are often provided by seamen themselves. Any seaman who mounts the stage to dance, play or sing is assured of a rousing hand,

even if his performance lacks the polish shown by the accomplished amateurs and volunteers who bring excellent entertainment to the Club. The crowd went wild recently over a trio of Chinese instrumentalists, and applause bent the windows when a Japanese band mixed their native music in with Hawaiian numbers and tunes by Stephen Foster. Andre, a Dutch sailor blessed with natural stage presence, knocks them dead with his mimicry and jived up versions of "Home on the Range" and other American chestnuts roasted in Dutch accents.

"That's our formula," says Chris Nichols, "not just entertaining seamen, but helping them to *enjoy themselves.*"



Book Watch

The American Indian As a Sea-Fighter in Colonial Times by Horace P. Beck (Marine Historical Assn., \$2.00, *illustrated*) provides an interesting sidelight to our national folklore. Based on thorough scholarly research, this paperback volume will be a welcome addition to historical libraries as well as to collections about the sea.

Thomas Gallagher tells the horrifying story of the destruction of the *Morro Castle* in **Fire at Sea** (Rhinehart, \$4.00, *illustrated*), a skillful and dramatic reconstruction of the tragedy. The author, revealing evidence never before made public, offers an astonishing solution to the enduring mystery of the cause and origin of the fire.

The story of the sinking of the *S. S. Athenia* is told in full detail in **Tomorrow Never Came** by Max Caulfield (W. W. Norton, \$3.95, *illustrated*). The result of first-hand reports by many survivors, including the commander of the torpedoing U-boat, this book gives an hour-by-hour account of the beginning of World War II at sea.

To prove that Polynesians were mighty mariners daring the widest parts of the open sea 2000 years before Columbus, **Eric de Bisshop** attempted to sail a raft from Tahiti to Chile, against the winds and currents. **Tahiti Nui** (McDowell, Obolensky, \$5.00 *illustrated*) is his journal of the fascinating 7-month voyage, which was ended by the worst storm to lash the coast of Chile in the last 50 years.

Nobody knew the *Endurance* was in trouble when she was abandoned amid an icy wasteland 1000 miles from the South Pole. With little more than the clothes on their backs, 28 men, led by Sir Ernest Shackelton, made their escape across the stormiest ocean on the globe. **Alfred**

Lansing recreates the incredible voyage in **Endurance** (McGraw-Hill, \$5.00, *illustrated*), a superb tale of adventure and survival.

Robert Greenhalgh Albion reveals American maritime history in the making in **Seaports South of Sahara** (Appleton-Century-Crofts, \$6.00, *illustrated*), history of the Farrell Lines' development of U. S.-Africa routes. With many anecdotes about ships and adventures at sea and in trade, Mr. Albion draws a clear picture of the inside workings of a steamship line.

Yonder Is the Sea (Barre Gazette, \$5.50, *illustrated*) by **Gershom Bradford** is a distillation of the author's 60 years experience with sailors of all types and descriptions. Written by a seaman in the seaman's tongue, the narrative is a rare collection of "Americana on the sea."

A novel of Breton fishermen, **The Kingdom Under the Sea** (Pantheon, \$3.50) by **Henri Queffelec** is a vivid tale about a fabulous submarine discovery, written with powerful and poetic insight.

William Blackburn, Professor of English at Duke University has edited **Joseph Conrad's Letters to William Blackwood and David S. Meldrum** (Duke Univ. Press, \$6.00), revealing much of the complexity of the seaman-writer's troubled, heroic career.

An aid to boating enthusiasts is the revised edition of **The New Yacht Racing Rules** (W. W. Norton, \$3.95), explained and interpreted with text and pictures by **Robert N. Bavier, Jr.**

The Port of New York (Arco, \$5.00, *illustrated*) by **Dr. John I. Griffin**, the first book detailing the problems of New York as a Port — ownership, administration, labor, transportation services — will be welcomed by everyone who uses this great port's facilities.

The Good Ship Apple Tree

The appletree is a sailing ship,
And full is her cargo hold.
By day and day she sails the seas,
And I am a sailor bold.

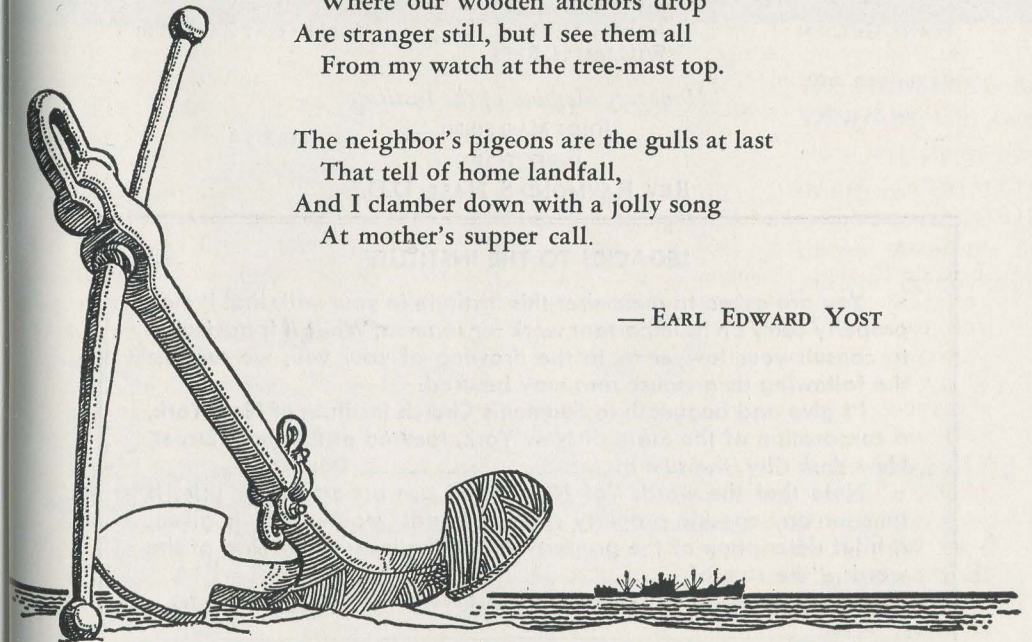
I climb her rigging spar to spar
Aloft to my crow's-nest watch;
Through a paper spyglass I scan the line,
Perched in an easy crotch.

To the little winds and the little clouds
I peel a weather eye,
And call below as the longitudes
and latitudes go by.

Strange are the housetop seas, and the ports
Where our wooden anchors drop
Are stranger still, but I see them all
From my watch at the tree-mast top.

The neighbor's pigeons are the gulls at last
That tell of home landfall,
And I clamber down with a jolly song
At mother's supper call.

— EARL EDWARD YOST



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DAVID P. H. WATSON

ARTHUR Z. GRAY

JOHN A. MORRIS

JOHN G. WINSLOW

FRANK GULDEN

JOHN H. G. PELL

GEORGE GRAY ZABRISKIE

WILLIAM H. REES

Honorary Member of the Institute

JOHN MASEFIELD

DIRECTOR

REV. RAYMOND S. HALL, D.D.

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.