

THE LOOKOUT

VOL. XXX NO. 11

NOVEMBER, 1939



SAILING DAY

From the Painting by Captain Louis Sylvia

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

THIS MONTH'S COVER is a reproduction of one of the 100 paintings now on exhibition at the Seamen's Church Institute of New York which were painted by seamen and former seamen. Because of the great interest in the collection, the exhibition will continue until November 28th. It is open free to the public daily from 2 to 5 P.M. Some of the paintings are on loan, but the majority are for sale (ranging in price from \$5 to \$500). Come and select an Ideal Christmas Gift. See Pages 4 and 5 and other pages for reproductions of other paintings in the collection.

The LOOKOUT

VOL. XXX, NOVEMBER, 1939

PUBLISHED MONTHLY

by the

SEAMEN'S CHURCH

INSTITUTE OF NEW YORK

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SEAMEN'S CHURCH INSTITUTE

OF NEW YORK

25 South Street



Clipper Ship
"Donald McKay"

From the Painting by
Alexander Breede.
Original Painting
Loaned by the
Moore-McCormack
Lines.

The Lookout

Vol. XXX

November, 1939

No. 11

Hospitality for Torpedoed Crews



Rescued crews of the freighter "HERONSPOOL" aboard the liner "PRESIDENT HARDING"
Courtesy United States Lines

FRIDAY the 13th of October, was not a very lucky day for the crew of the British freighter *Heronspool*. Torpedoed by a submarine, spending the night in two lifeboats, the crew at long last were rescued by the United States liner *President Harding*, which was fortunately in the vicinity searching for the survivors of the French freighter *Emile Miguet*. Revived with coffee and cigarettes and dry clothing, the *Heronspool's* crew next experienced, along with the passengers and crew of the *Harding*, one of the worst storms in the memory of seafaring men. A gigantic wave which towered over the bridge of the 14,000 ton liner and fell upon her decks with tremendous force resulted in injuring seventy-three persons. The

storm-battered vessel sailed into New York harbor with a new American flag, replacing the one torn to shreds by the gale, hung at half-mast in respect to Paul Johnson, cabin boy, who was swept overboard by the huge wave. Bandaged cuts, bruises and black eyes gave evidence of how the passengers and crew had been tossed and rolled across the decks amid a tangle of splintered furniture.

All kinds of unusual occurrences were features of the *President Harding's* voyage. In the crews' quarters the ship's cat became the mother of two kittens during the height of the storm. Captain James Roberts who was on the bridge when the great wave came, was knocked from his feet but managed to hold on when



Cadet P. J. Lewis and Engineer John Dunn of the torpedoed freighter "WINKLEIGH" relax with a friendly game of checkers in one of the Institute's recreation rooms.

the tons of water crashed over him. One of the *Harding's* stewards, George Schwerdtfeger, who often stays at the Institute, was commended for saving six passengers when the great wave struck the deck. The ship's surgeon, Dr. Thomas R. Fister, and seven volunteer physicians worked all day and night to treat the injured. One of the survivors of the *Heronspool*, William Cahill, had his foot crushed and Henry Heinroth, engine-room storekeeper on the *Harding* had to have an emergency appendectomy. Frederick Stover, chief butcher, was in the ship's kitchens when the big wave struck and a pile of pots and pans fell on him, and boiling water. By this time the hospital was overcrowded and still the sea did not subside. Heinroth and Cahill were thrown out of their beds, and the nurse and doctors struggled to keep their footing.

After such an ordeal, it was a solace to the 36 men in the crew of the *Heronspool* to receive a welcome at the Institute. They were completely outfitted and after they had a rest, were taken to the World's Fair. They were a fine group of men, in

excellent spirits in spite of the shocking experiences which they had had. They left on Monday to return to England. Two of the *Heronspool's* youthful apprentices, when asked to sign our Apprentices' Room register, wrote: "Arrived from . . . Death's Door, Davey Jones's Locker".

Here is what was issued by the Slop Chest, for each man: hat, shirt, socks, underwear, tie, sweater, ditty bag, books and magazines. In addition the British Consul supplied suits and shoes. The following British Societies in New York have volunteered to assist the Institute in entertaining British torpedoed crews, in providing cigarettes, etc.: St. Andrews' Society; St. George's Society; Daughters of the British Empire and the British War Veterans' Association.

Another torpedoed crew brought to the Institute was that of the freighter *Kafiristan*, rescued on September 17th by the *American Farmer*. Enroute to New York from London, the *Farmer* picked up 20 members of the crew. Six men had been drowned. This was the second rescue directed by Captain H. A. Pedersen since he took command of the *Farmer*. Last December 20th he directed the rescue of the crew of seven of the British schooner *Fieldswood* in a northeast gale 720 miles east of New York. In recognition Captain Pedersen received the Distinguished Service Medal of the United States Lines.

As we go to press, we learn that three more crews of torpedoed vessels have been rescued by American ships and are proceeding to New York, where the Institute has arranged, under the British consul to provide the crews with food, shelter and clothing. The freighter *Black Hawk* of the Black Diamond Line picked up the 39 survivors of the French tanker *Emile Miguet*. The *S.S. Crown City* of the American

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"Launch Out into the Deep"

By the Reverend G. Warfield Hobbs, D.D.

EDITOR'S NOTE: Sailors' Day was celebrated at the Temple of Religion, World's Fair, Sunday, October 22nd. Seamen representatives of various shipping companies and Training Schools were present. Following are excerpts from Dr. Hobbs' address:

THIS World's Fair has not merely been a record of the past. Nor is it merely a cross section of today. It has looked toward tomorrow and prophetically proclaimed that in that tomorrow, in every relationship of life, whether of mind, body or spirit, there is to be built upon the achievements of yesterday, the miracles of this our today, which pass the powers of the laymen at least an even more compelling tomorrow . . .

. . . It is appropriate that among all of the great agencies which now upon these grounds have presented their claims to recognition for the

past, and have highly resolved upon a tomorrow in which they promise to excel their best, that a place has been found for the American Merchant Marine. We are gathered in that spirit and I venture to assert that no agency of American civilization that has been represented here has with greater right either proclaimed its virtues, or with greater hope of success, made its prophecies than America's gallant and efficient men of the sea.

The first great highways of commerce were waterways, indeed the boasted railroads that span the continent in the service of our commerce are but the continuation of our waterways upon the land. And the language of the sea is etched deep in our language. For forty

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Photo by L. D. Miller

Sailors' Day at the Temple of Religion

Group Exhibition of Marine Paintings at S. C. I.



(Presented by the Artist to the Conrad Library)
"All Hands Aloft" by Gordon Grant

ABOUT 100 paintings of marine scenes, painted by merchant seamen and former seamen, are now on exhibition at the Seamen's Church Institute of New York, 25 South Street, until November. This is the first group exhibition of exclusively maritime paintings ever to be held in New York.

Examples of primitivism, abstractionism, expressionism, futurism, precisionism, surrealism, realism and cubism are on display. The majority of the seamen artists have had no formal or technical training, but a few have studied and have now left the sea to earn their livelihood as marine painters. Supplementing the work of seamen painters, a group of well-known artists have also loaned paintings to the exhibition, notably, Charles Robert Patterson, Gordon Grant, Frank Vining Smith, Andrew Winter and Alexander

Breede. Among others exhibiting are Captain William Aldus, Leslie Dawson, Robert Kenneth Edelmann, Carlton Chapman, Ralph Frye, George Franklin, Wynyard Higginson, Frederick J. Hoertz, Clifford Parkhurst, Meyer Rohowsky, Charles Rosner, Alexander Nelke, Captain Charles Sandberg, Captain J. Enrique Schlatter, John Solomon, Captain Louis Sylvia, Hunter Wood and Worden Wood.

The paintings are not confined to seascapes and square-rigged ships. Many pictures of modern liners such as the "Manhattan" and "Washington" are included. There is even a painting of the new United States liner "America", recently launched at Newport News.

Included in the exhibition is also a collection of ship models by Thomas Rosenkvist, George Ruger, Lester Owen and other seamen.



"Steam Schooners" by George Franklin



"The Wreck" by Andrew Winter



Seamen ashore in the Port of New York enjoy the cheap, plentiful, wholesome meals served daily to about 1,000 in the Institute's Cafeteria.

*Please remember
the Sailors Through
Our Holiday Fund . . .*

WE'RE thankful that our generous friends, at cheery home hearth-sides, may celebrate the time-honored American THANKSGIVING with bountiful "turkey and fixin's". You will give thanks to our Maker that America is not involved in a war. We pity the countless sufferers in Europe, and deplore—perhaps more keenly than ever—the unnecessary suffering among the unemployed in this country. In gratitude for all God's mercies let us befriend the homeless and remember our kinship with all.

Here, on the waterfront, we expect to have a "full house", with over 1,000 seamen looking to us for home-like holidays. If our friends rally round with their usual generous support, we shall be able to serve turkey dinners to that many seamen, far from home, many of them without jobs or funds. Ships are tying up; when the Great Lakes freeze over many seamen come to New York and this port will have more seamen ashore than at any time since the depression of 1932. Hence, the Institute's task is greater.

We do not want lack of funds to force us to turn away seafarers from our Thanksgiving dinners. We have ample space in our cafeteria. (Last Thanksgiving we served 1,239 meals between 12 and 3 P. M.) Our chief problem is the money for turkey, vegetables, cranberry sauce, bread, pumpkin and mince pies. The cost of food has increased over last Thanksgiving. Our kitchen crew will do its very best but if the demand is greater than the supply, some sailors will have to go hungry.



The Crew of the square-rigger "OLIVEBANK" (See Page 11) enjoying a meal in the old ship's fo'c'sle.

Some of the seamen may be from torpedoed crews brought to New York, snatched from "Davey Jones's Locker" by American vessels racing to the rescue. Some will be from freighters and tankers expecting to ship out as soon as holds are filled with cargo. A few will be convalescing from serious illnesses, from the Marine Hospitals. Some will be experienced seamen who have spent earlier Thanksgiving Days in tropic climes or Arctic wastes. Others will be newcomers, green to the strange profession of seagoing, not understanding how transient is their calling, on the beach one day, off on a ship the next.

The Thanksgiving and Christmas dinners served by the Institute are among the few sure things in the lives of these hardy seafarers. We want to bring good cheer and good fellowship and good bountiful dinners to as many of these men of the sea as we possibly can.

Will you help us say WELCOME in big bright letters on the doors leading to our cafeteria and dining room on Thanksgiving Day? Your check, as generous as your heart prompts, will help to provide music, moving pictures, free smokes, as well as the dinners on these two great Home holidays when mariners away from home are particularly grateful for the friendly greeting and home-like atmosphere at "25 South Street".

**Thanksgiving
Day**

Kindly send Your Contribution Marked for HOLIDAY FUND to 25 South Street, New York City, and make check payable to the "Seamen's Church Institute of New York".

Launch Out into the Deep

(Continued from Page 3)

centuries, harbingers of culture, as well as bearers of commerce, the men of the sea wrote the history of man's adventuresome advance. In an atmosphere of courage that defied his fears he knitted continents and peoples; he spread the products of varying cultures to broaden the minds of men; he ever widened horizons. Perhaps the mightiest lesson learned by himself and taught to others had to do with the conquest of his horizons. Fear for twenty centuries kept him to the fringes of the sea. The horizon was his boundary. His fears made of him a prisoner within their limitations. To him the Pillars of Hercules were the outer edge of his Mediterranean world. Beyond, his fears fashioned unthinkable terrors. But imagination and love of adventure cried to him "launch out into the deep," and with the roll of the centuries courage conquered fear, and horizons melted away. Great captains knitted together the earth's remotest peoples, and beyond any others these laid the foundations for this modern world . . .

. . . We are most particularly concerned with the Merchant Marine, the sailor of the seas, and under this romantic and historic title I include not only the unlicensed craftsman of the humble task, but every man who contributes to this great profession and counts himself honored to be a sailor man. Never forget that there is within the workman, whether unskilled or skilled, the craftsman of whatever grade, the technician, the executive—a man. My appeal to the whole corporate community of the sea, considered thus as man, indeed as man by man, that he individually "launch out into the deep."

A million or more seamen put into our ports each year. Sailors'

Day is a way of calling the attention of landsmen to the services rendered by these seamen, that all may comprehend a little better, and be grateful for their contribution to the transport of that commerce which is fundamental to our national life, the world's commercial success. Since I have asked highest interest in the man himself, it is appropriate that we meet in a spirit of worship and unite our prayers here, first for the welfare of the men themselves who man the ships, and for an awakened interest in them upon the part of all of us who see and know so little of the services they render. Well may we pray the blessing of Heaven upon them, as in the midst of danger they serve. New York is an appropriate place for these exercises. This great world metropolis is what it is because through the centuries generation upon generation of seafaring men have come and gone through this our port. An average of 22 ships a day enter and clear New York Harbor. Approximately for every hour, a ship comes or a ship leaves. It is a privilege to pay tribute to these men of past and present, whom Walt Whitman has described as (I quote the good gray poet) "unnamed heroes whom fate can never surprise nor death dismay." And may I quote, too, a more orthodox appraiser of this profession, the late Dr. S. Parkes Cadman, and applaud these words of his: "I have noticed the faces and resolute bearing of the men who go down to the sea in ships. Every man is of the breed one would select to stand by his side in a tight place. They are a gallant company of uncredited heroes."

I shall spare such of you as are actually men of the sea the phrases of adulation. I would not have you wince at rhetoric. But I do venture

to assert that from the sea today come such mighty stories of heroism and sacrificial service, man to man, that we prisoners of the land stand at salute, proud that human courage in such degree still ennobles members of our race. When the SOS crackles through the night millions of us, safe on shore, are stirred of course to apprehension and pity, but deeper than that we know that that cry will not go unheard, and that even as we hear it afar, ships stand by; life boats are battling through gale and tempest; oil is pouring on raging seas; officers and crews, upon stricken ships, whatever the odds against them, stand ready to protect cargo as well as passenger, or upon succoring ships, challenge death that life may be protected and saved.

I would not fill the air with provincial boasting of American superiorities, but I do venture to assert the pride we have in you that, year by year, the records of heroic rescue that come ashore from off the sea are nine times in ten the breathless stories of the achievements of American men of the sea. I wish there were time to call the roll of masters and men and name the ships they serve under the flag we love which even in recent weeks, as late as yesterday, have turned aside upon the sea to add fresh chapters to a record of magnificent achievement . . .

. . . In recent weeks another danger has been added to the traditional hazards of the sea. There is always the risk of storm, of collision, of shipwreck, but now comes slinking from the sea itself, the submarine, to scatter death and destruction without warning, and to give new opportunity for those deeds of heroism.

Already the Seamen's Church Institute of New York, sponsor of this service of remembrance, among the vast range of its service, has given hospitality to five torpedoed crews

and I fear the end is not yet. This morning's headlines savor of bravery as well as horror. Indeed the conflict in Europe as every such world disturbance, first makes its impact upon our water fronts. Here come stricken men, glad to have escaped with life, hostages of tragedy, and candidates for our hospitality. I would not unduly sing the praises of the great Institution which has brought us here today, but for its necessities in this ghastly day, I surely summon the heart of America.

May we not fairly command the Seamen's Church Institute of New York to "launch out into the deep" with faith in our generosity, our will to support the sea, to see that every victim of war's terror or the sea's unrest has outpoured to him evidences of our sympathy, and that Christian love, indeed general out of the heart of America which would recompense to him the cruelty that hate has visited upon him.

If we are "to launch out into the deep" as sailor men there is, as I have said, the realm of the spirit which must expand; there is the body, that in terms of comfort and decency of housing afloat and maintenance is to be generously dealt with. I wish however to commend and to stress the place of the mind today in the Merchant Marine. None of us who take pride in the traditions, the achievements and the prospects of this great service, can fail to rejoice in the insistence upon education which our Government, private ownership, executive management, and let us hope upon all branches of the personnel, are placing today upon the need for an educated manhood, a manhood of alert, inquiring, imaginative, and determined minds in every branch of our maritime life.

Let us today pray the blessing of Almighty God upon every unit,

whether Government directed, privately owned, born of such benevolence as is reflected in the life of the Seamen's Church Institute of New York that is adding to this more adequate preparation for tomorrow. The Merchant Marine of tomorrow will have advanced from the Merchant Marine of today in the degree that greater educational preparation has been insisted upon and indeed in the degree that throughout a man's whole career afloat, he finds himself the member of an educational institution.

There was a glory upon the sea. It was a glory in large part of manual efficiency. There will be a new glory upon the sea, a glory not alone of a manual, but of a mental proficiency. More and more the ship afloat is a mechanical miracle, every part of it a laboratory, and no place anywhere on it for carelessness or ignorance. I greet all of you, and especially those of you who come from the schools to perfect you in aspects of life afloat, who through personal effort, through teaching, or any other phase, adds to the foundation now being laid among the men of the Merchant Marine for an education that is fit to meet the challenge of the sea.

May I venture a word for a "launching out into the deep" in all that has to do with the relation of owner and employee, or among the rival aspirations of employee groups. Here the spirit, the educated spirit, must come to rule if fairness, impartiality, justness are to be achieved. Will you scan these words. Fairness, I have said, and impartiality, and justness. Each of these is a word of the spirit. Each invites from conflict to conference. Each conceives mind, bartering fairly with mind. It will be in the long run the educated mind that analyzes wisely, judges justly, decides fairly . . .

Hospitality for Crews

(Continued from Page 2)

Pioneer Line has rescued 36 members of the crews of two British freighters in the North Atlantic. The message from Captain R. R. Pendleton of the *Crown City* stated that he had five survivors from the *Menin Ridge* and that 22 members of that ship's crew had been lost. The other ship was the *Ledbury*, and the entire crew of 31 were saved.

The United States Maritime Commission has announced that this rescue brings to a total more than 700 persons rescued by American ships since the European war began.

U. S. Seamen Praised for Aid in War Rescues

Ship Inspection Head Pays Tribute to Gallantry and Skill of Merchant Service

WASHINGTON, Oct. 15. — Comdr. R. S. Field, director of the Bureau of Marine Inspection and Navigation of the Department of Commerce, paid tribute today to the gallantry and skill of the officers and crews of American merchant vessels, who, he pointed out, have gone to the aid of seven attacked ships, rescuing or helping almost 400 survivors, since the outbreak of the European war.

In an article appearing in the October issue of the bureau's monthly bulletin, Comdr. Field pointed out, that several merchant vessels of belligerent nations which were at sea at the outbreak of hostilities quickly fell prey to submarines.

"American ships which were within call gallantly performed feats of rescue with skill and dispatch, giving every assistance to survivors of the stricken ships," he said. "These rescues have been performed in a manner which reflects great credit on officers and men alike and upon the merchant marine of the United States."

N. Y. Herald Tribune, Oct. 16, 1939



Schoolship Danmark

OLIVEBANK SUNK

WE are sorry to report that the 2,795 ton sailing vessel, "*Olivebank*", one of the famous "Grain Race" fleet of square-riggers registered in Mariehamn, Finland, was blown up by a mine on September 8th, with a loss of fourteen of her crew. Survivors—mostly young Finnish boys under eighteen—were picked up by an Esbjerg fishing boat and taken to Denmark. The rescued men were without food and water from Friday until Sunday morning, when they succeeded in attracting attention with a signal flag made from a shirt. The master, Captain Granit, was among those drowned.

The steel four-masted bark, "*Olivebank*", sister ship to "*Cedarbank*", built by Mackie and Thomson at Glasgow, Scotland, was 47 years old. In 1913 she was sold to a Norwegian firm and renamed "*Caledonia*". In 1924 she was bought by Captain Gustav Erikson and renamed "*Olivebank*". In the grain trade she kept up her old reputation as "The ship that always turns up", by occasionally being posted at Lloyd's as "overdue". She was the largest vessel ever to have gone through Torres Straits. She

Sailing Ships in the News

failed in a 1926 voyage to round Cape Leeuwin, West Australia. In 1935 she made a passage from Port Lincoln to Falmouth in 108 days. Her many misfortunes caused her to be known among sailors as "unlucky". She was dismasted, damaged by fire, and the victim of many minor accidents, and she never won the grain race. Nevertheless, seamen who sailed in her felt a genuine affection for "the old girl" and lovers of sailing ships will mourn her loss, in the succession of casualties which each year beset "grain race ships".

THE DANMARK IN NEW YORK HARBOR

The Danish merchant-marine training ship "*Danmark*", made her first visit to America on September 19th when she came through the Narrows and the Upper Bay of New York harbor under full sail, manned by 120 cadets, from 15 to 18 years old. Handled smartly by her youth-

(Continued on Page 12)



British Combine Photos, Ltd. Some of the Olivebank's Crew

Book Reviews

CAPE HORN

By Captain Felix Riesenberg
Dodd, Mead and Co. \$5.00

The true test of a deep-water sailing man is whether he has been around the Horn, or "Cape Stiff", as the precipitous headland off South America is called. Captain Riesenberg has written many interesting novels of seafaring life and biographical books about his sailing ship experiences. In "Cape Horn" he writes as an able historian, compressing the adventures of Magellan, Drake, Cavendish, Schouten, Dampier and Anson all of whom encountered the Horn during their travels. In a lucid, flowing, apparently effortless style he leads the reader from one great epic of the sea to another. The finest tale of them all is that of the ship "EDWARD SEWELL", which beat round the Horn, taking 67 days. The book gives evidence of much time spent in careful research, but it is not to be read by antiquarians. All ship lovers will enjoy it. Beautifully printed, with interesting appendices, it should be in every marine library. M.D.C.

THE MATE TAKES HER HOME

By Oliver Pilat
Charles Scribner's Sons. \$2.50

The young reporter for the New York Post, who once went to sea as an ordinary seaman, has gleaned from his sea experience material for another rattling good yarn, the type of story that, for sheer suspense and simplicity of prose, carries the reader on to the finish. More mature than "SEA-MARY", it is a story of young Harry Swanstorm, who signed up with the bark "WINDSOR" and ran into plenty of trouble and plenty of excitement from the very start. The events of the ship's crossing from Liverpool to St. John, N. B. provide a continuously exciting sea tale. M.D.C.

EFFECT OF WAR ON SEAMEN'S READING

Crews of ships now sailing with full cargoes abroad are taking literature in a big way during their off-duty hours in the fo'c'sle, according to James Connell, ship visitor for the Seamen's Church Institute of New York, who takes magazines to the vessels in the Port. Seamen are not allowed to play their radios while their ships are under weigh, so the interest in reading is revived and they have requested the Institute to provide them with books. Particular requests for books

on Poland, Russia, Germany, Czechoslovakia have been received also at the Institute's Joseph Conrad Library, where seamen read when ashore. There is a need for books of *fiction* (not textbooks) in foreign languages for the Polish, Dutch, Swedish, Danish, Norwegian and Spanish seamen. Dr. Hendrik Willem van Loon sends the Conrad Library regularly each week copies of Dutch newspapers and magazines, and these are eagerly awaited by Dutch seamen who pay regular visits to the Library especially to read them. Please send books to Conrad Library, 25 South Street.

BENEFIT REPORT

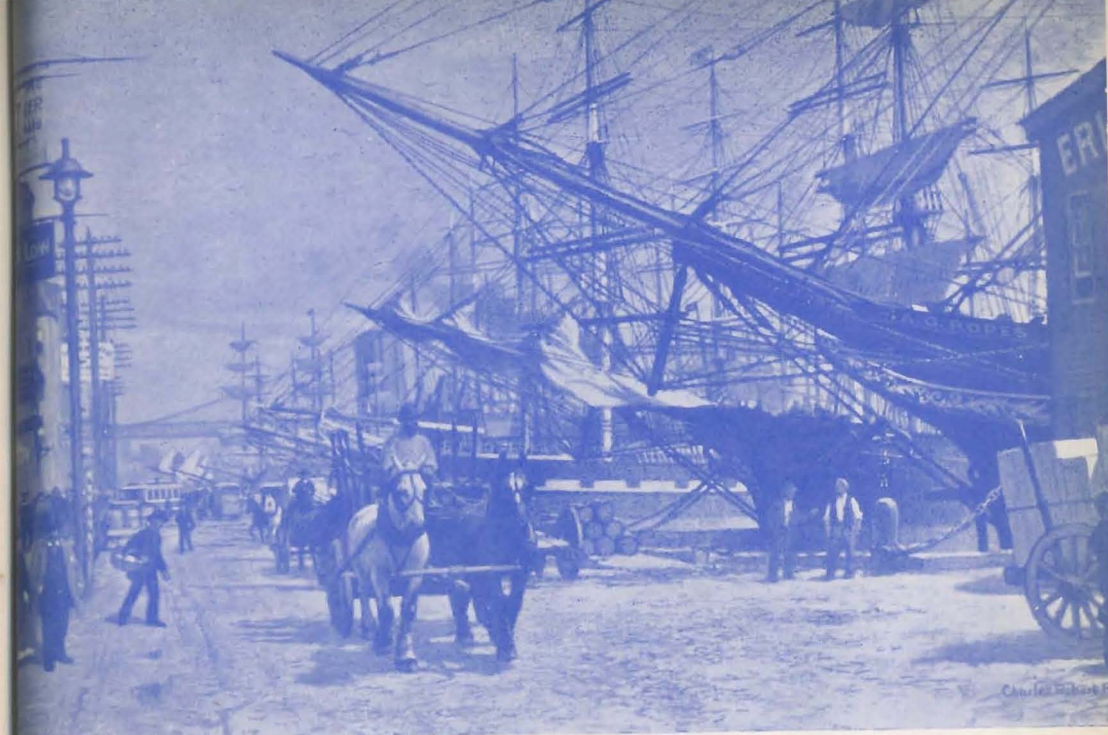
We want to thank all those who generously supported our Annual Fall Theatre Benefit on October 23rd and we trust that they enjoyed the play, "Ladies and Gentlemen." We are pleased to report that the net proceeds totaled \$2,625.00.

HARRY FORSYTH, Chairman,
Ways and Means Committee

Sailing Ships in the News

(Continued from Page 11)

ful crew, the square-rigger sailed serenely up the Hudson, saluted by tugs, ferryboats and harbor craft. The ship was launched in 1932—probably the only brand-new square-rigger to be built for use as a training ship—under the direction of the Danish Ministry of Commerce, Industry and Shipping. Captain Knud Lauritz Hansen is master of the vessel which is of 777 gross tons, 188 feet in length, carries three masts with double topsails and single topgallantsails. Members of her crew enjoyed the Institute's hospitality in our Apprentices' Room while the ship was in this port.



"South Street 1894"

Copyright by Charles Robert Patterson. Original Painting Loaned by Berwind-White Coal Co.

SUMMARY OF SERVICES TO MERCHANT SEAMEN

BY THE

SEAMEN'S CHURCH INSTITUTE OF NEW YORK FROM JANUARY 1 TO OCTOBER 1, 1939

207,229	Lodgings (including relief beds).
69,416	Pieces of Baggage handled.
511,417	Sales at Luncheonette and Restaurant.
159,263	Sales at News Stand.
18,860	Patronized Barber, Tailor and Laundry.
10,260	Attended 474 Religious Services at Institute, U. S. Marine Hospital and Hoffman Island.
11,105	Cadets and Seamen attended 885 Lectures in Merchant Marine School; 1,418 students enrolled.
33,287	Social Service Interviews.
7,953	Relief Loans.
3,796	Individual Seamen received Relief.
51,949	Magazines distributed.
3,279	Pieces of clothing and 272 knitted articles distributed.
1,877	Treated in Dental, Eye, Ear-Nose-Throat and Medical Clinics.
59,662	Attended 130 entertainments, moving pictures, athletic activities, concerts and lectures.
3,258	Attendance in Apprentices' Room.
188	Missing Seamen found.
887	Jobs secured for Seamen.
\$231,643.	Deposited by 3,678 Seamen for Safe-keeping.
16,650	Attendance in Conrad Library; 1,958 books distributed.
9,345	Telephone Contacts with Seamen.
1,476	Visits to Ships by Institute representatives.

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