

The LOOKOUT



"Cloud Shadows"—From the original painting by Gordon Grant

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

OL. XXIX NO. 1

JANUARY, 1938

THIS MONTH'S COVER is reproduced from an original painting, by kind permission of the artist, Mr. Gordon Grant. An exhibition of his paintings was recently held at the Grand Central Art Galleries in New York City. The Institute is the proud owner of one of Mr. Grant's paintings, "Seascape," set into the reredos in the Chapel of Our Saviour.

The LOOKOUT

VOL. XXIX, JANUARY, 1938
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 SEAMEN'S CHURCH
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LEGACIES TO THE INSTITUTE

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

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

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

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Sea Captains' Hobbies

SEA captains appear to have unusual hobbies. Upon inquiring among the better known transatlantic skippers we learned of many interesting and varied occupations which they pursue during their hours ashore, and during their leisure hours afloat. For example, Captain Albert B. Randall, Commodore of the United States Lines and Master of the S. S. Manhattan, is an enthusiastic stamp collector. He is also keen on sailing small boats, and usually spends his vacation cruising in a ketch with Mrs. Randall who is also an efficient sailor. Captain Randall also has a hobby of clipping and filing items that contain an attractive and well-expressed thought on any subject, or an item that is controversial.

Captain Robert Huntington, principal of the Institute's Merchant Marine School, still plays lawn tennis in spite of the fact that, like King Gustave of Sweden, he is nearing seventy summers. He built a court adjacent to his home on Staten Island. His other hobby is writing poetry, and in this he has plenty of company among seafarers. Four out of five seamen have ambitions to become John Masefields or Rudyard Kiplings. From time to time some of their poems are published in THE LOOKOUT.

Captain Alfred Leidig of the Arnold Bernstein liner "Koenigstein" has two novel hobbies; he collects porcelain and he plays the violin. On a recent trip he entertained a group of his passengers by playing for them Shubert's Seren-



Captain Alfred Leidig Gives a Violin Concert in the Dining Salon of the S. S. Koenigstein

Photo by Herbert Brucker

ade, Humoresque, Berceuse from Jocelyn and Indian Love Call. His wife is a concert pianist in Hamburg. In his home he has a beautiful collection of Dresden, Adagio, Delft, Nymphenburg and Wedgewood porcelain.

Captain Math. Anzjon, in command of the S. S. Bergensfjord has fishing as his hobby. For twenty-five years he has been on Norwegian American Line ships and has spent every vacation fishing in the Baltic or Kattegat.

Captain Harry Manning, Master of the Panama Pacific liner Virginia, an aviation enthusiast for years, owns his own plane and does his visiting via the air. He has

friends in various parts of Connecticut and Massachusetts and drops in on them for luncheon, flying back the same day. He has kept luncheon engagements at places as far distant as Edgarstown on Martha's Vineyard. He was navigator for Amelia Earhart on her first attempt to circle the Equator which ended at Hawaii when Miss Earhart cracked up her plane on the take-off.

Captain James E. Roberts, Master of the United States liner President Harding, has been collecting sea chanties all his life and probably knows as many as any living person. He also sings them with great gusto.

Captain Giles C. Stedman, Master of the United States liner Washington, has a real gift for writing and likes to do it. He has made several important contributions to Naval Institute Proceedings, one of them dealing with a description of the novel method used in rescuing the crew of the steamer Exeter City in January 1933. He has also written an article on sea travel containing some advice to passengers on behavior at sea. His published report of the rescue of the Exeter City crew was commented on in the newspapers by the head of the English Department at Wellesley as a fine example of clear, concise and forceful English. Shortly after this he received an honorary degree of Doctor of Literature from Mount St. Mary's College, Emmetsburg, Md., and subsequently a degree of Doctor of Science from Colgate University. He is very keen on exercise and has invented a very strenuous game played on a deck tennis court but substituting a medicine ball for rings. He usually finds three men passengers who "can take it" physically and makes a foursome to play before lunch every day. Captain Stedman is very fond of candy so perhaps it is just as well

that he engages in strenuous athletics. He also has a passion for dancing.

Captain William B. Oakley, Master of the Panama Pacific liner California, paints pictures.

Captain T. F. Evans, Master of the American Pioneer liner Ward, in the China-Philippine Service, has a passion for golf and is a top notch player. He plays golf whenever he goes ashore in China and the Philippines and also plays on golf courses in Westchester.

Captain John W. Anderson, Master of the United States liner American Importer, is expert at making scale ship models and has turned out several exquisite jobs.

Captain F. E. Cross, Master of the Baltimore Mail liner City of Baltimore, has written a number of articles on nautical matters for Naval Institute Proceedings and is quite well known as a collector of marine items such as old prints of ships, compasses, chronometers, nautical instruments and books. A number of his items are at present loaned to the Mariners Museum at Newport News.

Captain H. T. McCaw, Master of the Baltimore Mail liner City of Havre, holds a unique position as the head of the only ship alumni association in existence. About four years ago this was formed by the passengers who had had such a whale of a time crossing on the City of Havre. Unlike most things of this kind, which peter out, the association has grown like a house afire, from the handful to 100 or more members, made up only of all people who have crossed on the City of Havre. They give grand parties once or twice a year, always timed so that Captain McCaw can preside. On the most recent occasion he cooked an Indian curry for

(Continued on Page 12)

Christmas at 25 South Street



Photo by Paul Parker

Christmas Carols at the Institute under the leadership of Dr. Hendrik Willem van Loon. Left to right: Mrs. Edith Baxter in charge of the Apprentices' Room; Alois Havrilla, song leader; the Rev. Harold H. Kelley, Superintendent; Dr. van Loon; Miss Grace Castagnetta, pianist; Mrs. Janet Roper, House Mother, and Nico van Vendeloo, leader of Neighborhood Music School orchestra.

CHRISTMAS festivities began at the Institute long before Christmas day. On Tuesday evening, December 21st, a Christmas Carol service directed personally by Dr. Hendrik Willem van Loon, noted author and illustrator, was held in the Institute's Auditorium. A ten-piece orchestra from the Neighborhood Music School and Miss Grace Castagnetta, pianist, graciously donated their services and were enthusiastically received by the seamen. On Wednesday evening, an inter-city boxing tournament was presented under the auspices of the Police Athletic League. On Friday evening, a Smoker and program of community singing, Christmas Carols, and other features kept a large crowd of seamen entertained.

Christmas morning dawned clear and mild, and as the seamen came down to breakfast, Carols were played by Miss Anne Conrow, our organist, and were broadcast through the lobby on our new public address system. Decorations of holly and evergreen, wreaths with colored lights over the main entrance, little Christmas trees in Apprentices' Room and Game rooms — all these added to the festive atmosphere. The Communion services at

8:45 and 11 o'clock, with special Christmas music, were well attended and set the Christ note for the day. The Rev. Harold H. Kelley and the Rev. H. J. Pearson officiated.

And then followed the Christmas Dinner! From 12 to 2 P.M. our staff was kept busy serving the seamen — 1,001 in all — with turkey and all the traditional fixin's, pumpkin and mince pie. Mrs. Roper and a group of seamen gathered around the piano and sang old songs all during the dinner. The chaplains visited among the men, wishing them a Merry Christmas and a happier New Year, and the volunteer ladies distributed tobacco and cigarettes. In the afternoon and evening that splendid moving picture, "Souls At Sea," starring Gary Cooper and George Raft, was shown in the Auditorium to a large audience of seamen. Sick and convalescent seamen were remembered, Chaplain McDonald, with special singers, holding services and distributing ditty bags in the Marine Hospitals. And all this program of service and good cheer was made possible by the generosity of friends who contributed to our annual Holiday Fund.

Life Aboard A Modern Tanker*



The camera finds beauty even in a tanker's funnel.

TANKERS, despite their oily freight, are among the cleanest, neatest vessels afloat. But the nature of their cargoes and the unending assault of briny water, wind and sun create continuous work for seafaring hands.

From the moment of sailing to the arrival at destination there is a steady battle against corrosion. Hand and pneumatic chipping hammers send out a deafening clatter as they scale away old paint and rust. Guys and stays must be covered with a protective tar to keep them from rusting through, ropes must be spliced and new ones reeved, decks must be hosed down and brasswork polished, booms and masts

painted, natural wood finishes rubbed down with oil, cargo pumps and winches oiled and greased, lifeboat gear overhauled, the fire prevention and fighting system tested, the steering engines and electrical system checked and rechecked, the great refrigerators de-iced and cleaned just as you would at home, and countless other jobs must be performed about decks.

No sooner has the accumulated rust been scaled off different parts of the ship's deck and superstructure than the bos'n, on the mate's orders, sends men with cans of red lead or a tar and oil mixture to cover the exposed surfaces to protect them from the sea and salt air. The tar and oil mixture, however, is used only on deck plates, pipe and other surfaces not afterwards covered with paint. Every third trip or so the entire deck is painted and for a day after the job is completed the mate goes about his duties with his fingers crossed against spray and rain.

All this work is about decks and there still are the many cargo tanks to be kept shipshape. Many grades of oil are highly corrosive and beside the danger of contaminating future cargoes, these tanks must be cleaned out regularly to prevent rust and scale causing permanent damage.

Although modern science and invention has eliminated a good deal of the actual work of calculating the ship's position and keeping her on her course, navigation is still a fine art and requires painstaking study and long years of practical experience. "Shooting" the sun and stars is still a daily practice, and

every day that Old Sol puts in an appearance the ship's officers squint through their sextants, note the exact time by chronometer, leaf through logarithmic tables and make the necessary corrections to arrive at their longitude. At noon, when the sun reaches the zenith, the latitude sight is taken.

Naturally the radio has been a great aid to navigation and is largely responsible for the fact that men at sea no longer live in a world all their own.

"Sparks", as all radio operators are known, is constantly in touch with the weather bureaus on land, receiving reports on weather conditions in his vessel's vicinity.

Vessels at sea at regular intervals report to land on the weather they are encountering. At least twice a day on the tanker the temperature of the sea is taken, wind velocity and direction gauged, cloud formations classified, character of the sea determined — whether rough, moderate, choppy, etc.—barometer read, and a complete report radioed to Washington.

Although the Master is in command of the tanker, the Chief Engineer is king in the engine room and is glad to guide a visitor through the throbbing maze of pipes and tubes, past the giant boilers and turbines. You will be surprised by the spotless, shining cleanliness of the engine room and machine shop storeroom, the envy of any homemaker ashore.

A tanker is really three kingdoms in one and the third is ruled by the Chief Steward. Under his supervision the chief cook, in spotless white, presides in culinary splendor over his gleaming pots and pans. Constant activity and sea air give a



Fighting corrosion, a seaman in a bos'n chair, tarring a stay

normal man the appetite of an elephant and seamen are notoriously finicky about what they eat. Each meal on a tanker, however, finds a printed menu on the table, planned with the care and knowledge of a dietitian and master diplomat. While the cooks make no attempt to dress up their meals as say, for a women's bridge meeting, the food is absolutely fresh, perfectly prepared and served in a tasty and plentiful manner. A tour of the spotless kitchens with their woodwork scrubbed white, electric stoves, steam appliances and mechanical refrigerators packed with ninety days' supplies, is an education in itself.

A sailor cannot occupy all his

(Continued on Page 11)

*Excerpts from an article "Oil on the Waters" published in "THE LAMP", October, 1937. Courtesy, Standard Oil Company (New Jersey).



Courtesy, Grace Line
The Captain "Shoots the Sun."

Where The Blue Begins



Courtesy, Grace Line
"On the Bridge"

YOU remember Gissing, the hero of Christopher Morley's whimsical tale, "WHERE THE BLUE BEGINS"? Gissing was always seeking a far horizon, and in that respect, he is very much like seamen: the lure of "where the blue begins" is very real to them.

Captain Nickerson in his excellent book, "Land Ho, the Story of the Mayflower", refers to this same trait: "It is given to the breed of sailormen." he writes, "to forget the miseries and discomforts of black days at sea in the lure of the promise just over the horizon ahead."

If you stop a sailor in the Institute's lobby and ask him why he first went to sea, and why he continues to pursue seafaring as a career, you will receive a variety of answers. Probably many reasons, rather than just one, determined him to go to sea. When Captain Scottie of the steamship "Pomerania" in Mr. Morley's delightful fantasy, asks Gissing why he came aboard, Gissing replies:

"I have come to sea to study theology."

This so surprises the Captain—for it is not the usual reason for going to sea—that he exclaims: "Theology! The theology of hard work is what you will find most of aboard ship. Carry on and do your duty; keep a sharp lookout, all gear shipshape, salute the bridge when going on watch, that is the whole duty of a good officer. That's plenty theology for a seaman."

"I am not afraid of work," said Gissing. "But I'm looking for horizons. In my work ashore I never could find any."

And neither are our seamen afraid of work, but they do long for horizons. One of the places ashore where they seem to enjoy being is in the Institute's beautiful Chapel where over the altar Gordon Grant's lovely seascape "Eternal Sea" provides them with an inspiring horizon on which their eyes may rest. Many a sailor, on leaving the Chapel, has commented to one of the chaplains: "It's so peaceful in there. I like to look at that sea and sky."

At the beginning of a new year it is customary to look backward—and then to look forward and to ponder as to what the future may bring. As the year 1938 emerges over the horizon, we wonder about war clouds, depressions, unemployment, world problems. But there is always blue on the horizon, too. The loyalty of our Institute friends, the appreciation of our seamen, the steadfast interest of our Board of Managers, the consecrated efforts of our Superintendent, the devotion of the Institute staff—in short, the splendid spirit of good fellowship and kinship which prevail at the Institute—all this inspires us to face 1938 with hope and courage—confident that, with God's guidance and the help of our devoted friends, our work will go on. Yes, the horizon is blue—and the promise is for better and happier days ahead.

The Editor

When planning your 1938 budget for contributions to worthwhile ^{are} organizations, we earnestly hope that you will include on your list the
SEAMEN'S CHURCH INSTITUT ^{OF} NEW YORK, 25 South Street

Some New Schoolships



The Schoolship "Christian Radich"

Reprinted by courtesy of
"Syren and Shipping"

This is Oslo's new sea-training vessel, a full-rigged steel ship 200 ft. in length by 31 ft. beam and 14 ft. depth, with a total sail area of 1,300 square yards. She has accommodation for 100 cadets, and her builders, Framnaes Mek. Verksted, Sandefjord, Norway, have installed in her an auxiliary engine of 100 h.p. The cost of building the ship is stated to have been about £30,000. The vessel was given to the Norwegian Mercantile Marine by Herr Christian Radich and Herr Eckersberg.

"THE LOOKOUT" does not propose to enter again into the very controversial question of whether a training in sail is of practical value

to the boy destined for a sea career in steam, as we have adequately discussed this subject in previous issues (See November, 1937 LOOKOUT: "The Future of Sailing Ships", by Captain Alan Villiers, Captain Felix Riesenberg, Rear Admiral Reginald R. Belknap and July, 1937 LOOKOUT: "Training Boys for Seafaring Careers" by Captain Robert Huntington) but we publish these photographs of schoolships of other countries because we believe that our readers will enjoy them from an aesthetic viewpoint, whether or not they agree that sail training is superior to steam training.

The Schoolship "Admiral Karpfanger"

This four-masted bark, recently acquired from Finnish interests and placed in service by the Hamburg-American Line as a training ship for officers, is a vessel of 2,738-tons. She was built in 1908 in a Bremen shipyard and was used for a time as a training ship under the Belgian flag; later she was engaged in freight service and participated in the annual grain race from Australia to Europe. The "Admiral Karpfanger", named after a German admiral who went down with his ship in the Bay of Biscay in 1683, is now on her first voyage under the Hapag flag, with a group of cadets ranging in age from 15 to 18 years, boys who have indicated a desire to follow the sea and equip themselves to fill officers' posts with the Hamburg-American Line. (Photo by Heiz Mittelstädt)



The Schoolship "Commodore Johnsen"



This picturesque four-masted sailing-vessel is the North German Lloyd's training ship, the COMMODORE JOHNSEN, where young men go through a stringent course to equip them to serve as officers on the company's steamers. Formerly the "Magdalene Vinnen", the ship was renamed, when the LLOYD recently acquired her, to honor the memory of the late Nicolaus Johnsen, commodore of the Line's fleet. The COMMODORE JOHNSEN, a steel auxiliary barque of 3,476 tons, accommodates sixty cadets who study under Captain Lemberg and five officers. Her crew also comprises a doctor, a teacher of languages, two engineers, a number of machinists, a carpenter, a sail-maker and kitchen personnel.

A Knot Competition



Roland Storey with his Knots

AN old salt and a young seaman are engaged in an exciting but friendly competition at the Institute as to which is the better man when it comes to tying sailor knots. The old-timer, Roland Storey, from Philadelphia, who has spent more than 30 years at sea, claims that he can tie more than 200 kinds of knots (many of which are now



John Hensel with his Knots

obsolete and useless on modern steamers.) But John Hensel, who has just had his 23rd birthday, claims that he can beat the older mariner at his own game.

Although these two seamen have never met, yet both have installed their collection of knots in the Institute's Nautical Museum. Young Hensel is off on a freighter, just now, and whenever he comes ashore it happens to be when Storey is down in Philadelphia, but each looks at the other's display of knots in the Museum with admiration. Hensel learned this intricate art of rope-bending from a bosun aboard the "Gypsum Prince" and Storey mastered it while aboard the U. S. S. Brooklyn where he worked for many years as storekeeper.

When asked what is the most difficult knot to make, Storey replied: "I believe it is the Star knot." "What is such a knot used for?" we asked, and he said: "It is used to make the handles on a sea chest. But the modern sailor has no use for it and does not know how to make it. The average A. B. today knows only about ten knots and just simple splices. They use so much wire rope on ships nowadays, with clamps instead of an eye splice to hold strands together, that knot making is a fast dying out craft."

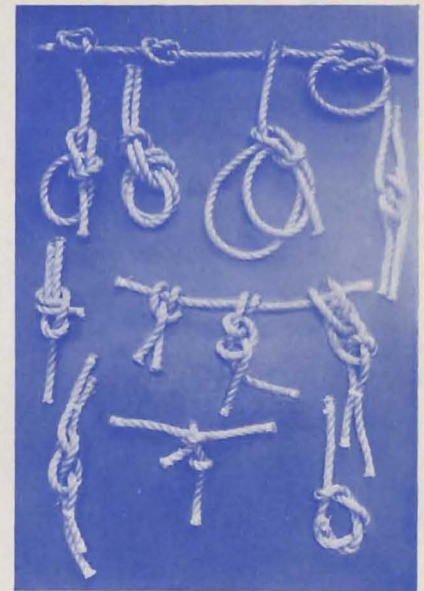
As if to contradict Storey, we pointed to young Hensel's display. "Oh that young fella's an exception," he commented with a laugh. "I'd like to meet him some time. We both have the same hobby. Last year I got to thinking that maybe if I dyed one end of a piece of rope bright red and if I dyed the other end blue, it might make an interesting effect when I tied it into a French bowline knot. It worked so well that ever since then I have

used bright colored cord for making all my knots."

Hensel, on the other hand, sticks to the traditional sailor's manilla rope of three strands. Here are a few of the knots that both Hensel and Storey can tie: turks' head knots, double carrick bend, running clove hitch, arrow head knot, hackamore knot, shamrock knot, manrope knot, and many others. The Boy Scouts and Sea Scouts and even the Girl Scouts are taught a number of sailor knots such as bowlines, eye splice, etc.

The other day Storey arrived from Philadelphia (on his day off from the Navy Yard where he is employed) to tell us breathlessly how he had invented a brand new knot. "That makes me at least one up on young Hensel," he laughed. The new knot, he said, is a combination and a variation of the hangman's knot and the monkey knot. It looks practically impossible to either tie or untie.

Hensel's and Storey's collection of knots are now on display in the Institute's Nautical Museum at 25 South Street and is open free to the public on weekdays, 9 to 5 and on Saturdays, 9 to 12.



Captain Robert Huntington's Display of Sailor Knots. Top row, left to right: figure eight; overhand knot; French bowline; square knot. Second row: bowline; bowline on a bight; stopper knot or clove hitch; Third row: double becket bend; clove hitch; round turn and two half hitches; anchor bend. Bottom row: two half hitches; single carrick bend; timber hitch.

Life Aboard A Modern Tanker

(Continued from Page 5)

hours at sea with working, eating and sleeping. But it is surprising to find an A.B., stripped to just a pair of faded blue dungarees and burned almost black by the sun, kneeling before an overturned bucket on which stands a half-finished yet beautiful water color of a full rigged sailing ship, and watch him deftly add detail and color to the picture. A machinist on the same tanker is a crack amateur photographer and eager to show you his collection of

cameras and albums of pictures. Many of the crew are experts on the finer points of contract. Reading, of course, is an old standby and the ship's library contains a well-thumbed selection of works on navigation, engineering, thermo-dynamics, maritime law, novels, dime detectives and western thrillers. In clear weather a fishing line is let out astern on an outrigger and on one trip a tuna, redfish and yellow fin fell victim to the hook.

Sea Captains' Hobbies

(Continued from Page 2)

the whole crowd, after a recipe he learned in India years ago.

Captain Harold Milde, Master of the United States liner American Trader, is an expert carpenter and works at it in much of his spare time. He even did some reconstructing and redecorating in his own quarters on the ship.

Captain A. M. Moore, Master of the United States liner American Banker, is passionately fond of reading travel books and particu-

larly reads the National Geographic Magazine, to which he is a subscriber. At the Seamen's Church Institute of New York, this and other travel magazines are favorites.

Captain G. V. Richardson, Master of the United States liner President Roosevelt, is very fond of working with his hands. A recent accomplishment was a beautiful brass sun dial with the marks correctly placed for the latitude of his home in New Jersey, 40° 47' North.

Book Reviews

WHEN I LIVED IN SALEM

By Caroline Howard King

Stephen Daye Press. 1937. \$2.50.

Here is an interesting, unpretentious account of community activities during a very busy period in the history of Salem, that onetime important port of the Atlantic seaboard. The recollections of Caroline Howard King, not really intended for publication, give intimate glimpses into such varied things as the annual Training Day of the Military Companies, bountiful repasts at her own father's table, the trials of a Salem Sabbath. Not the least interesting to Lookout readers are the tales she recounts, as they were told to her, of the courage and enterprise of the great sea-captains of an earlier day and of the importance of the "East Indian Museum" in the social life of the town. A.W.C.

THE WHALERS

By Dr. Felix Maynard and Alexandre Dumas;
the translation by F. W. Reed

N. Y. Hillman-Curl. \$3.00

This is an authentic account of whaling, with its romance, dangers and cruelty.

Felix Maynard was a French ship's surgeon who served on whalers from 1837 to 1846, mostly in Australian and New Zealand waters. When the boats were away, he roamed about the bush and hills and visited the Maori settlement at Port Levy, carefully recording what he saw of the strange birds, plants and stranger people. In 1858, Dr. Maynard's journal fell into the hands of Alexandre Dumas, who collaborated in re-writing it and doubtless contributed to it much of his own unique and lively style. I.M.A.

SEAMANSHIP KNOWLEDGE

Price \$1.00

Because we found the book intensely interesting we are taking time out today to recommend it to the attention of those who frequently find themselves confused over marine terminology.

Captain Robert Huntington, who conducts the merchant marine school at the Seamen's Church Institute on South Street, has pressed between the covers of a small book more actual information than we have found in books containing hundreds of more pages.

Titled, "Seamanship Knowledge," it encompasses the rudiments from navigation to knot tying and we think that those whose interest in the sea and ships is practical or casual will find it deeply interesting.

By ROBERT WILDER.*

*Reprinted from "On the Sun Deck,"
The New York Sun, December 20, 1937.

DOWN TO THE SEA

By George Blake

Houghton Mifflin. \$3.50

From the day when he rushed in small boy fashion from the piano stool to his window to watch the "Lusitania" go down to sea, until that more recent date when he sailed on the "Queen Mary" on her maiden voyage, the author has lived in the world of shipbuilding. His book contains much of historical interest concerned with the development of the Clyde-side industry, and penetrating comments on certain changes which are the inevitable results of the evolution from sail to the turbo-electric liner of the present day. A.W.C.



What Is A Red Letter Day?

A Red Letter Day at the Seamen's Church Institute of New York is a way of paying tribute to some friend or relative by naming a day in his or her honor.

A Red Letter Day is an opportunity for you to pay the Institute's entire operating deficit for one day—\$273.97 for each 24 hours must be raised in addition to earned income from lodgings, etc.

By reserving such a Red Letter Day on the Institute's Calendar, it means that you are welcoming thousands of seamen to the 13-story building at 25 South Street.

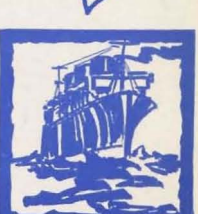
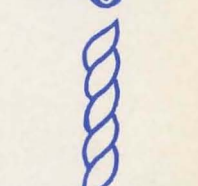
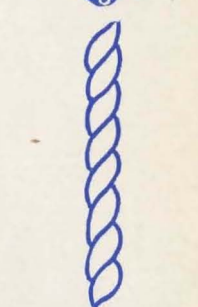
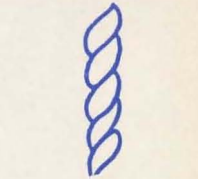
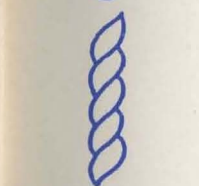
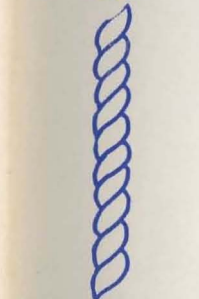
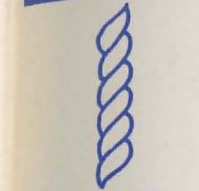
It means that no deserving seaman need be turned away for lack of funds with which to give him food, clothing, shelter.

It means that all the social service activities of the building, the clinics, the reading and writing rooms, the sports and games, the many and varied facilities are made available—without charge—to all merchant seamen irrespective of race or creed.

In short, a Red Letter Day is a way of sharing your day with others less fortunate—many of them without homes, friends or funds.

We hope that you will wish to memorialize or to pay tribute to some loved one in this unique and practical way.

Please send your check to Seamen's Church Institute of New York, 25 South Street, New York.



SEAMEN'S CHURCH INSTITUTE OF NEW YORK



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