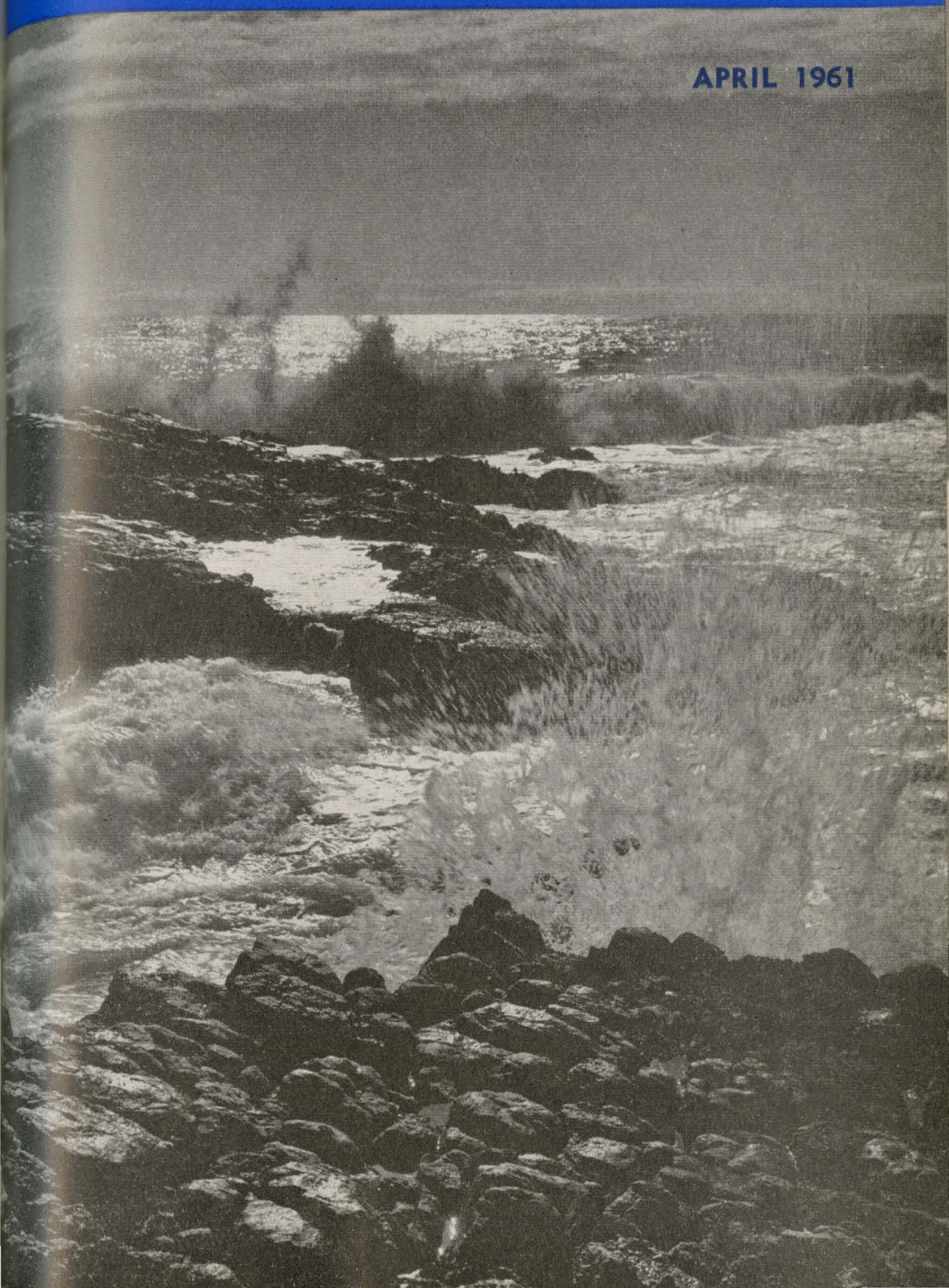


The LOOKOUT

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

APRIL 1961



SCI's Role In Foreign Relations

By Chris Nichols

(Editor's Note: Mr. Nichols, who is studying for his doctorate in International Relations, is currently manager of the Institute's International Club.)

Everyone agrees that nothing is more vitally important in this age of nuclear missiles, space rockets and supersonic jet-travel than the maintainance of peace among nations. Everyone agrees, from the top-notch scientist to the average man-on-the-street, that a new war would almost certainly mean the virtual annihilation of the human species from the face of a scorched and desolate earth. To keep the peace — with honor — is the fundamental task entrusted not only to our national government, but to every American whose brithright and sacred trust it is to be the custodian of democracy. To think in terms of isolating ourselves from the rest of the world in the illusion that, in this way, we would skirt the headaches of responsible leadership, would be just about as smart as the proverbial defense posture of the ostrich in the face of danger — burying its head in the sand, while the rest of the bird lies fully exposed and inviting disaster.

One of the most effective ways to maintain the uneasy peace of our times is to foster international exchanges and to promote in tangible ways international understanding. Not only in pious words of eloquent declarations in the chambers of diplomacy and the great halls of the United Nations, but at the "grass-root" level, where ordinary people meet other people, just as ordinary, and where the ultimate success of any such policy will be tested. We as individuals, therefore, have the responsibility to do all we can to put "our best foot" forward, so to speak, as unofficial ambassadors of our great country; and to let the spirit of understanding grow and thrive in an atmosphere of cordial fellowship. A friendly

(Continued on Page 11)



MORE THAN 600,000 merchant seamen of all nationalities, races and creeds come to the port of New York every year. To many of them The Seamen's Church Institute of New York is their shore center — "their home away from home."

First established in 1834 as a floating chapel in New York Harbor, the Institute has grown into a shore center for seamen, which offers a wide range of educational, medical, religious and recreational services.

Although the seamen meet almost 60% of the Institute's budget, the cost of the recreational, health, religious educational and special services to seamen are met by endowment income and current contributions from the general public.

The LOOKOUT

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SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
25 SOUTH ST., NEW YORK 4, N. Y.
BOWLING GREEN 9-2710

The Right Reverend
Horace W. B. Donegan, D.D., D.C.L.
Honorary President

Franklin E. Vilas
President

The Rev. John M. Mulligan
Director

Gordon Fearey *Secretary* Virginia S. Briggs *Editor*

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THE COVER: Rocky coastline of the Pacific Ocean. Photo by Lionel T. Berryhill.

Mississippi's Distaff Lighthouse

By Max Hunn

The stubby, gleaming white lighthouse at Biloxi, Mississippi is not only a picturesque, oft-photographed landmark, but also possessor of the record of being served for 62 years by women light tenders — a feat unusual if not unique in United States lighthouse keeping history.

From 1868 until 1931, two women — mother and daughter — one or the other climbed the circular stairway in the 61-foot tower, twice a day to light or extinguish the beam.

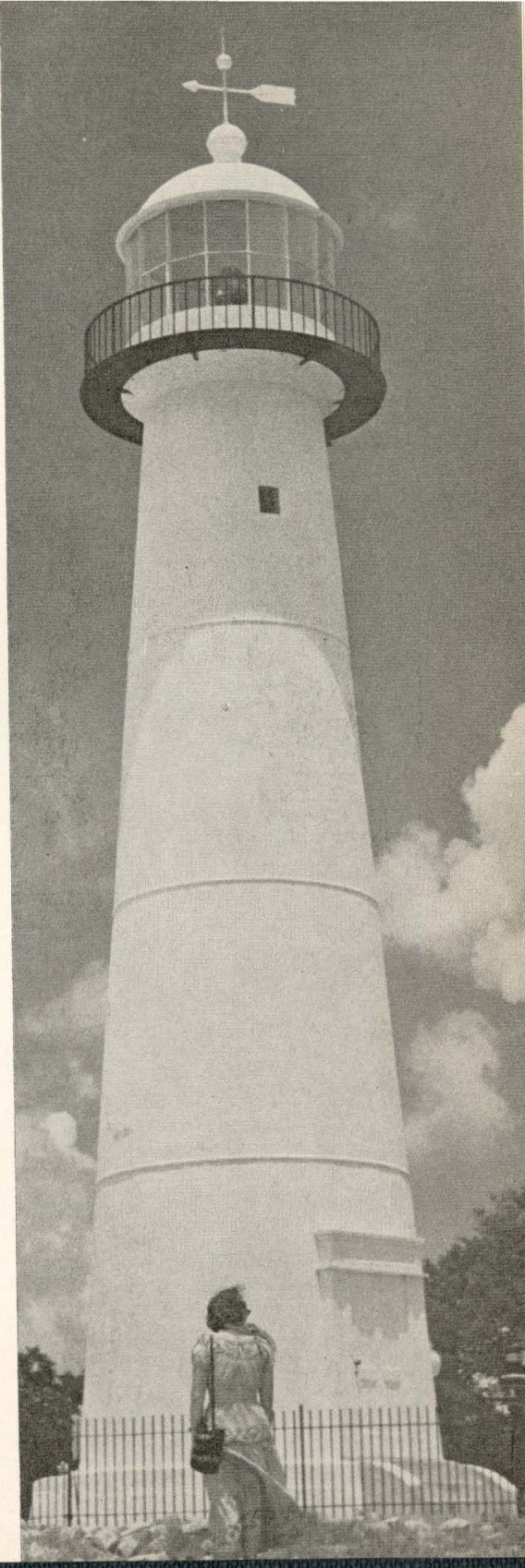
The era of lady light keepers began when the widow of Perry Younghans, the keeper, took over the duties upon his death. Mrs. Young-hans held the post for 53 years, and was succeeded by her daughter, Miranda in 1921. The latter served as keeper for an additional nine years. The light is now automatically controlled and is supervised and maintained by the United States Coast Guard.

Biloxi's "distaff lighthouse" was authorized by Congress in 1847, but construction did not begin until a year later. Murray and Hazelhurst, a Baltimore, Md., contracting firm, erected the tower believed to be the first in the South to be built from cast iron.

At one time the lighthouse threatened to become a miniature Tower of Pisa, when it began to sag on its brick foundations. The leaning was stopped when the foundations were reinforced with rocks taken from the grounds of the Church of the Nativity of the

(Continued on Page 12)

The lighthouse at Biloxi, Mississippi, was tended for 62 years by women. Photo by Max Hunn.



for better understanding . . .



The Rev. Richard Bauer, the Institute's Chaplain at the Marine Hospital on Staten Island, leads a discussion meeting with Mrs. Grace T. Chapman, executive secretary of the Women's Council, as discussant. Photo by Elizabeth Margaritis.

Staff and Board Members Re-examine Their Goals During Lenten Season

"As we come here we leave our immediate family and join a much larger family. We must overcome our problems so that we will have communion."

That was just one of many conclusions arrived at during a series of Lenten Services held in the Chapel of Our Savior, followed by luncheon-discussions held at the Institute.

The series was open to all staff and board members. Its purpose was re-examination of individual and collective efforts on behalf of seamen which would lead to re-dedication of the Institute's work. In broad terms the subjects considered during the five-week period were: "Why are we

here?" "What are we doing?" "What do we face?" and "How do we do it?"

The program was organized and conducted by the entire chaplaincy staff.

The meetings were well attended, both by staff and board members and there was a free exchange of ideas.

To give our readers an idea of a typical meeting we will distill all five sessions into one.

COFFEE AND TALK

Following the service in the chapel which related one of the general topics to the Scriptures everyone adjourned to the Janet Roper Room where a sandwich luncheon was served.

The discussion began over coffee cups with the chaplain, who had held the service, and a discussant, leading off. Here are some of the points brought out during these discussion periods.

Mr. Gordon Fearey, Secretary of the Board of Managers, in referring to Dr. Roscoe T. Foust's sermonette in the chapel, said, "I was impressed with Dr. Foust's emphasis on our own understanding of Christ and our faith as a way of being able to share. Until we understand, we cannot really go to seamen and share this faith."

OTHER COMMENTS

Kathy Artesi, a secretary in the Department of Religious, Social and Special Services, said, "I feel the reason our Institute has grown so much is because of the people who work here. If you love your work you can give more to it."

Captain Alfred O. Morasso, Director of the Department of Education and Employment, said he believes, "we should treat seamen as we treat our neighbors and not as though they were different from other people."

Father E. A. St. John, resident chaplain, said of a man following the sea, "He is following as respectable and legitimate a calling as any man."

Mr. Elias Chegwin one of our ship's visitors who is from Colombia said that the work SCI does with foreign seamen goes far in blotting out the poor impression some Americans who are living in his country have created. "One of the reasons I am here is to get to know you and help you to get to know Latin America," he said.

FUTURE IMPROVEMENT

Many suggestions for improvement in various areas of the Institute's work came out during these discussions and will soon be in operation.

One thing for certain is that the staff found a better understanding of each other's work and the overall aims of Seamen's Church Institute.

The series was climaxed on Maundy Thursday when the Right Reverend Charles F. Boynton, Suffragan Bishop of the Diocese of New York, conducted services in the Chapel of Our Savior at the Institute.

British Missions Honors SCI's Board President

Franklin E. Vilas, President of The Board of Managers of Seamen's Church Institute, was invited to become an Honorary Vice-President of The (British) Missions to Seamen. He is the only American to be so honored.

One of the largest organizations of its kind, The Missions to Seamen operates more than 80 centers for seamen in Great Britain and throughout the world.

In his letter of acceptance Mr. Vilas said: "The action of the Council of The Missions to Seamen in inviting me to become Vice-President of the Society pays me and the Seamen's Church Institute of New York a great honour."



Foreign Service Trainees Guests At Institute

For the past few years Seamen's Church Institute has been host to groups of young men in training as Foreign Service officers.

As part of their eight-week training course the men spend four days in New York visiting the United Nations, conferring with various union officials and shipping companies, learning first hand what they can about our foreign commerce.

During their stay here, they use the Institute as their base of operations.

So far this year two groups have come to the Institute and another is expected later this spring.

The second group which returned last month to Washington, D.C. are now assigned to embassies around the world.



Elias Chegwin (center) ship's visitor, demonstrates a disappearing match trick to four Columbian seamen, survivors of a shipwreck, who stayed at SCI until they could be returned home. Survivors are (L to R) Pillie Witcker, Ucal Livingston, Nicholas Livingston and (seated) Leslie Britton. Photo by Elizabeth Margaritis.

Six Columbian Seamen Survive Long Ordeal

On January 3rd this year a privately owned motorship carrying copra from the island of St. Andrew to Cartagena, Columbia, sprang a leak and sank in the Bay of Columbia. The twelve-man crew managed to escape in two life boats. The boats became separated in heavy seas. In one of the life boats three men lost their lives to sharks while the remaining three were picked up and hospitalized in Colon, Panama.

In the second boat the six survivors struggled to live on one can of sardines. They had no water and they baked by day and froze by night. After six torturous days they sighted the PACIFIC SEAFARER, a Waterman Lines ship. Only one man had strength enough to wave. When the ship pulled up to the tiny raft and threw over lines none of the six men

was strong enough to climb aboard. Eventually crewmen of the PACIFIC SEAFARER got them aboard.

Six days later the men found themselves at Seamen's Church Institute, awaiting passage home.

Their first and only complaint was about the cold. Through the generosity of the crew of the PACIFIC SEAFARER they had clothing, but it was hardly sufficient against the cold winds of New York. Mrs. Grace T. Chapman, executive secretary of the Women's Council, responded to their need for warmth with sweaters and watch caps. The Department of Religious, Social and Special Services also added to their wardrobes from the Sloppy Chest.

Mr. Elias Chegwin, one of the Institute's ships' visitors, a Colombian himself, made the men feel welcome and maintained liaison with the Co-

(Continued on Page 12)



David A. Shephard, Executive Vice President of Standard Oil Company (left) chats with The Reverend John M. Mulligan, SCI director, and Franklin E. Vilas, President of the Board of Managers. Mr. Shepard presented the Institute an original water color (pictured on the wall) of the Institute's roof overlooking the East River.

Original Watercolor Of SCI's Roof & Tower Presented by Standard Oil

The Institute was presented an original watercolor of its roof which was featured on the front cover of "The Lamp." "The Lamp" is a quarterly magazine published by the Standard Oil Company of New Jersey.

ENGLISH ARTIST

The painting was done by John Worsley, an English artist. Mr. Worsley a former officer and Royal Navy war artist, specializes in marine subjects.

"The Lamp" devoted several pages to New York harbor and carried reproductions of several more of Mr. Worsley's watercolors.

The presentation took place during

an informal luncheon at the Institute. Among those representing Seamen's Church Institute were:

REPRESENTING SCI

Franklin E. Vilas, President of the Board of Managers; The Rev. John M. Mulligan, Director; Clifford D. Mallory, Jr., Lay Vice-President; John E. Knowles, Board Member; David R. Grace, Board Member; W. Lawrence McLane, Board Member; and John A. Morris, Board Member.

OTHER GUESTS

Representing Standard Oil Company were: David A. Shephard, Executive Vice-President; J. D. Rogers, General Manager, Marine Division, Humble Oil & Refining Company; John H. Tompkins, Editor of "The Lamp;" and William H. Headden, Public Relations Department, Humble Oil & Refining Company.

THE WORLD OF SHIPS

Hydrofoil Ship Named

The first ocean-going hydrofoil ship will be named for the scientist-engineer who conceived the project. Her official name will be H/S (for hydrofoil ship) DENISON.

Construction of the 80-ton, 60-knot, twin-hulled vessel was proposed by the late Charles R. Denison as a means of obtaining greater speeds in ocean transport by lessening the drag of friction of water on the hull.

The ship is expected to be launched in mid-summer 1961.

NS Savannah Cleared For New York

The New York City Health Department has given a conditional safety clearance for entry into the Port of New York to the NS SAVANNAH.

During public hearings officials testified that because of the special protection built into the ship's hull that chances were small of the reactor's radioactive materials' ever being spilled in a collision with another ship. It was also brought out that "inherent self regulating characteristics" of the ship's pressurized water reactor reduces the possible consequences of a serious power plant accident and that there would be no "undue hazard to the general public."

"Lincoln of The Sea" Remembered

Andrew Furuseth, the maritime labor pioneer who has been nicknamed, the "Abraham Lincoln of the Sea," was remembered during services in the

Chapel of Our Savior, at Seamen's Church Institute recently. He was also honored during a wreath-dropping ceremony from the stern of a Staten Island-bound ferry as well as a memorial service at Sailors Snug Harbor.

Mr. Furuseth, who died in 1938, organized seamen and was instrumental in bringing about the passage of the Seamen's Act in 1915.

TV on the High Seas

One of the most extensive closed-circuit television systems ever installed on a Naval vessel is now in operation aboard the aircraft carrier U. S. S. FRANKLIN D. ROOSEVELT.

The system provides live and filmed entertainment for the ship's 3,500 officers and men. The live shows are put on by the men themselves. Because of the large number of men stationed aboard the ROOSEVELT talent is abundant.

The TV system can transmit programs to other accompanying ships within a five-mile range.

Custom designed by the Radio Corporation of America, the system was paid for from monies accumulated in the Ship's Recreation & Welfare Fund. The fund receives its revenue from profits on items sold to crew members in the six ship's stores located aboard the ROOSEVELT.

Depth Finder For Fishermen

A mechanical depth finder for fishermen has been perfected. It consists of a weighted line on a reel and the depth can be read from a dial.

Israeli Flagship

The keel of the flagship of Israel's merchant marine will be laid in France in October.

The 23,000-ton liner will be christened KING SOLOMON and will cost Israel \$20,000,000.

It will not carry the traditional smoke stack, but instead will be equipped with engine exhausts in two tall posts after the middle of the ship.

Footnote About Christmas Trees

The December issue of THE LOOKOUT carried a story by Jean Conger of San Francisco, California entitled "When Christmas Trees Took to the Seas." In her article Miss Conger stated, "From the U. S. Frigate CONSTITUTION in Boston's harbor to the STAR OF INDIA in the harbor of San Diego, California, none of our nation's museums carry on this tradition (that of lashing a Christmas tree to ships' top gallants. ed.) today."

Robert White, assistant curator of the Marine Historical Association, which operates Mystic Seaport Village, in Connecticut, took exception to Miss Conger's assertion. And rightly so.

In a letter to the editor of THE LOOKOUT he said, "While reading the December issue of THE LOOKOUT, I was happy to find the article by Jean Conger 'When Christmas Trees Took to the Seas.' The final paragraph of the article, however, was rather dismaying stating as it does that 'none of our nation's floating museums carry on this tradition today' I am happy to state that, here at Mystic Seaport, you may observe a Christmas tree lashed firmly to the mainmast of

every one of our floating exhibit ships, including the JOSEPH CONRAD and CHARLES W. MORGAN. We should be happy to supply you with a photograph of these as evidence, if you so desire.

"Seriously, though this Association devoted as it is to the preservation of the customs and traditions of the days of sail, has followed this old and heart-warming custom for many years."

The LOOKOUT editor accepted the offer of photographic proof and saw that indeed all the ships were proudly displaying Christmas trees in their top gallants. The photographs were forwarded to Miss Conger.

Mystic Seaport is one of the most complete reconstructions of an early New England seaport village. It features a rope walk, ship chandlers, an old counting house and a navigation school plus several early American homes and a small church.

Port Standings

A statistical summary of vessel activities in various U. S. Ports was released recently by the Maritime Association of the Port of New York. For the benefit of those persons who like to know relative standings we reprint it. JANUARY 1, 1960 - DECEMBER 31, 1960

Port Analyzed	Arrivals	Departures
New York	13,484	13,493
Philadelphia	7,004	6,818
Hampton Roads	5,718	5,639
Baltimore	5,511	5,459
Los Angeles - Long Beach	5,221	5,179
New Orleans	4,838	4,808
San Francisco	4,712	4,648
Houston	4,368	4,434
Boston	2,371	2,372
Seattle	2,337	2,331
Portland, Oregon	1,962	2,031
TOTALS	57,526	57,212

UNDER THE CHARLEY NOBLE

By Barry Edgar

CURRY — the very word conjures the exotic. In maritime nomenclature it is akin to talking about the British India Line, the P & O or the mighty 'Strath' liners. These two parallels are not as far apart as they might seem at first. Although curry has been known to the Western world for several centuries, it is only within the last few decades that it has received really wide acclaim by anyone other than returning British Colonialists. And, the merchant navies of the world have had no small part in bringing this about!

Many ships on the India run employ natives for a portion of the crew. At the turn of the century these vessels maintained separate kitchens for passengers and officers, the western crew members and the eastern crew members. Separate and distinct though they were, they were by no means equal. The western kitchens did not serve Indian food!! It was not until adventurous passengers sniffing the wonderful aromas from the native kitchen daringly requested a native dish and reported on its good taste that the western passengers received the full culinary delights that were their due. From then on it was a matter of time until curry, in all its forms, became 'de rigeur' on all ships headed to and from Eastern waters.

With a good curry powder it's hard to go wrong. There are many commercially prepared ones on the market — some excellent, some quite indifferent. Shopping around will quickly find the one which suits you. But, if you want to be original, a quick way of making your own is as follows:

CURRY POWDER

4 tsps each turmeric, cummin seed, coriander
2 tsps each dry ginger, ground black pepper, red pepper, mace, cardamom



Dear S C I

These letters are unedited and reprinted in full where space permits. The English language may be difficult for those to whom it is not the native tongue, but the meaning intended could not be any clearer.

1 tsp each mustard seed, ground cloves, poppy seed.
Grind all ingredients to a fine powder, sieve twice, store in air tight jar.

The following are three basic curry dishes using meat, fish and fowl. Incidentally, if you are using curry for 'leftovers' — make the sauce first and marinate the cooked meat in it for 30 minutes to an hour before cooking through.

CURRIED ALMOND FLOUNDER

4 flounder fillets
1/4 lb. almonds, blanched
1/2 cup coconut milk
1 tsp flour
1 tsp butter
1/2 onion chopped
1/2 cup milk
2 cloves garlic, sliced
2 tsps lemon juice
2 tsps curry powder, heaping
Saute onion and garlic in butter, when transparent add flour and stir. Blend. Add milk, salt, pepper and curry powder. Pound almonds into a paste and add to saucepan. Add coconut milk, bring mixture to boil and reduce to simmer immediately. Add fillets and cook until fish is flaky. Add lemon juice and serve.

CHICKEN CURRY

4 double breasts chicken
1 small onion chopped
2 heaping tsps curry powder
1 tbsp butter
3/4 cup milk
1 tbsp flour
1/2 cup coconut milk
Melt butter, saute onion, add flour. Blend. Add milk and curry powder. Bone chicken, slice into small strips. Put into sauce. Cook about 30 minutes. Add coconut milk, cook another 5 to 10 minutes. Serve.

CURRIED LAMB

1 lb. boneless lamb cubes
2 tsps butter
2 cloves garlic
2 tsps tomato paste
2 tsps curry powder
1/4 cup grated coconut
1 cup beef stock
Saute onions and garlic in butter, add curry powder. Add lamb. When brown add tomato paste and 1/2 cup beef stock. Cover and cook slowly. From time to

(Continued on Page 12)

Letters are still pouring into the Institute's Women's Council thanking the ladies for the Christmas packages which were placed aboard ships scheduled to be on the high seas Christmas Day.

Quilon, India

It is with pleasure that I write this letter of thanks for my Christmas present which I received on Christmas day while the ship was in Bombay harbor. It was quite strange about the present. This year as we sailed on Sunday, November 20th, rumor went around the ship that no Christmas packages were placed aboard our vessel. The Chief Steward who received the packages kept me in the dark regarding them so I thought here was another year going by far away from home (it seems always in India) and no Christmas present.

But it was a happy surprise that a Christmas present was at my place in the saloon when I came for Christmas diner so you can imagine my happiness. And at this time I want to thank you and commend you for this wonderful work you do for seamen to make their Christmas day a little happier although we are always away from home. We are one of the spokes of American Commerce and it is our chosen profession in regards to the call of the sea. However with the storms adverse weather that we may encounter during our voyages we always look forward to smooth sailing further up the line. So once again I want to thank the donors and the Seamen's Church Institute once again in their wonderful work and also making

my Christmas more happier and thanks from the bottom of my heart. And everything in the Christmas present was so useful in our line of work. So once again thanking you very much, I remain,

Respectfully,
B. H.

Saudi Arabia

Please accept my heartfelt thanks and those of my shipmates, many of whom, I am certain will also write — (Or, wishing to write will — Sailor-fashion, defer — until too late!) for your very thoughtful Christmas greetings, that we received at our impromptu Christmas party on board ship in the Red Sea, shortly after leaving Suez. The gifts were most useful — and will be used (with thoughts of the S. C. I.) for quite some time to come, and the greetings were most appropriate.

May the New Year bring all the best to yourselves — and continued success to the Institute.

Faithfully,
J. P.

Philadelphia

I am writing on behalf of myself and crew to thank you all very much for the splendid presents you gave us for Christmas. The organization and thought that goes into such a project must be enormous and all on board have expressed their sincere appreciation of your Institute.

We had a really good Christmas despite the fact that we were far from home and we hope that you and your staff enjoyed an equally good festive

(Continued on Page 12)

TWO WAYS YOU CAN HELP

NOTE: Although seamen pay more than half the cost of running Seamen's Church Institute, we still operate with a deficit.

INVEST IN THE FUTURE — Your gift of \$9,000. will be invested and its annual income will meet the costs of running the Institute for an entire day . . . your day. Your name, or that of the person to whom you wish to establish a memorial, will be inscribed in our Book of Remembrance, on display in the Chapel of Our Savior at the Institute. Each year when the page is turned to your day, you or the person designated, will be remembered in prayer during the daily Chapel service.

INVEST IN TODAY — Your annual gift of \$273.97 will meet the cost of operating non-revenue producing services for an entire day. These services include religious counseling, wholesome recreational activities and a host of personal services which are needed to make the way of seamen ashore a little easier.

FOREIGN RELATIONS—continued

smile, a warm handshake, a simple gesture can cut across national or language barriers and get through to a person's open mind — and heart.

Our International Seamen's Club is the Institute's effective answer to the call of this grave responsibility of all Americans and their social service institutions. It is designed to fulfill a dual role. On the one hand, it provides a decent and attractive place where thousands of our foreign friends, all active seamen from 40 different countries and of all races and creeds, can come and enjoy entertainment and fellowship at no cost and with "no strings attached". The potential dimensions of this service are invaluable. How much value can you place on even one single human being's relief and gratitude at having found such a place in the midst of an enormous, bewildering city of 8 million people? How would you feel left alone in any such place, foreign and strange to you, where you could hardly understand a word spoken and where your wages represented no more than a \$100 dollars a month in purchasing power? I think you will agree that, in such a predicament, you would not be likely to forget a smile from a friendly face, a gesture of understanding and a willingness to assist you in solving your problem.

The second important function of the Club is to give us and our American seamen an opportunity to learn more about such people and enrich our own range of experience by furthering our knowledge and our understanding of the beliefs, customs, attitudes and the opinions of all these people coming from the far-flung corners of our planet. They are seamen and they have at least that much in common with our own American seafarers. But they are more than that — they are fellow human beings, our brothers in the eyes

of God, who is the Father of us all. It is important to cultivate their esteem and friendship for us, not only because they are representatives of whole peoples who are pawns in today's gigantic game of "power politics" and the "cold war". More important, because they are individual human beings with the dignity and importance inherent in every single creation of God's Hands.

Twenty-five thousand seamen, about one-third of them foreign, visit the Club every year. Whether we assist them in placing a long-distance telephone call; or finding postage-stamps at a time when all post offices are closed and they are faced with the problem of having to sail early next morning without mailing "that important letter" to the folks at home; or introducing them to a charming and gracious volunteer hostess who will listen to their interesting conversation and dance with them and their shipmates; or providing them with magazines and newspapers in their own language to "kill time" aboard ship; or arranging to have them meet their compatriots from other ships or other seamen for a game of ping-pong, billiards, chess or checkers; or playing for them a record of their own on the Club's Hi-Fi set; or providing an opportunity for them to find self-expression and entertain themselves, rather than be merely "entertained"; it all amounts to the same thing — service.

All these services may appear trivial in themselves; but, taken together, they can change a miserable, frustrating shore-leave into a memorable and pleasant experience for the men that they are not likely to forget.

So the International Seamen's Club is doing its share of the big task which is the reason for our being here at "25 South Street" — serving God through service to the seafaring men and women of our country and of all nations.

Seaman Gets Answer, Thanks Entire Staff

It's always nice to know you're appreciated. Recently Miss Marion Thirwell, assistant librarian told us of a young Belgian third mate who stopped by the library for assistance. He wanted to know where he could purchase a particular book which he needed to study. The information was quickly supplied.

Miss Thirwell's prompt attention to his request stimulated the young man to reveal to her that he is an honorary member of the Sea Scouts of America, an honor conferred on him as a result of his work as a scout master in the Belgian Boy Scouts.

Then he thanked her for her assistance and asked her to pass along his thanks to everyone at the Institute for the friendly welcome he received. This was his second voyage to the United States.

SURVIVORS — continued

lombian Consulate in Manhattan who was arranging their transportation back to Columbia.

Although generally in good health, the six day ordeal took its toll among the men. One caught a cold, another was running a fever and later found three of his teeth had become infected. These various ailments were cared for by the Institute's clinic.

Two of the survivors expressed a desire to see the United Nations and a tour was arranged for them.

Almost three weeks after they arrived in New York they were returned home.

In a letter of thanks to one of the staff members from Leslie Britton, the chief engineer of the ill-fated ship, he said, "I cannot refrain to acknowledge to you my gratitude for all the favors . . . I wish you health and prosperity in that noble and charitable country".

LETTERS — continued

season.

May I take this opportunity of wishing you and the Institute prosperity and every success for 1961.

Yours faithfully,
R. B. S.

CHARLEY NOBLE — continued

time add remaining stock. When tender (about 1½ hours) add coconut just before serving.

Some of these recipes call for coconut milk. This is *not* the liquid which pours out when you open up the eyes! Here's how:

COCONUT MILK

½ coconut, grated
1 pint hot milk

Combine above ingredients and let stand for an hour. Then drain liquid into bowl through a fine strainer and squeeze coconut meat dry. This is 'coconut milk' which should be added toward the end of the cooking process for full flavor.

And, naturally all of these dishes require rice and chutney, in the same way a ship must have lifeboats and a radio before taking to sea.

LIGHTHOUSE — continued

Blessed Virgin Mary. The church and its grotto had been destroyed during the second great Biloxi fire, which also did heavy damage to the rest of the town.

The brass lamps and reflectors for the lighthouse were supplied by a Boston firm, and during the Civil War, supporters of the Confederacy buried the fixtures and made the light in operative for a time. Although well removed from the ground fighting of the War between the States, Biloxi was a target for Federal forces because of its importance as a seaport. Union forces were stationed on Ship Island, 12 miles south in the Gulf to maintain a blockade and landed and took control of the community at the lighthouse site.

Among the many traditions about the light is one which relates it was painted black for years in mourning the death of President Abraham Lincoln. Its beam still guides Gulf mariners, being visible 13 miles to seaward.

OF TURNING TIDES AND TIMES

When plaintively the mewling gulls predict
A change of tide unchecked by circumstance,
When wet shells, tenantless and derelict,
Wash in the flesh knows its impermanence.
Yet kittiwakes sideslipping down to break
The silvery bones of fish, the scattering
Of clams, unhoused and gone, may never take
Away the rapture moving waters sing.
The intonation in each separate wave
Confirms the whole, as from the lambent sea
The clamorous breakers curve to lave
The rocks in ever-changing symmetry.
Though ebb tide takes its toll, and salt winds burn,
Each pulse of life is cradled in its turn.

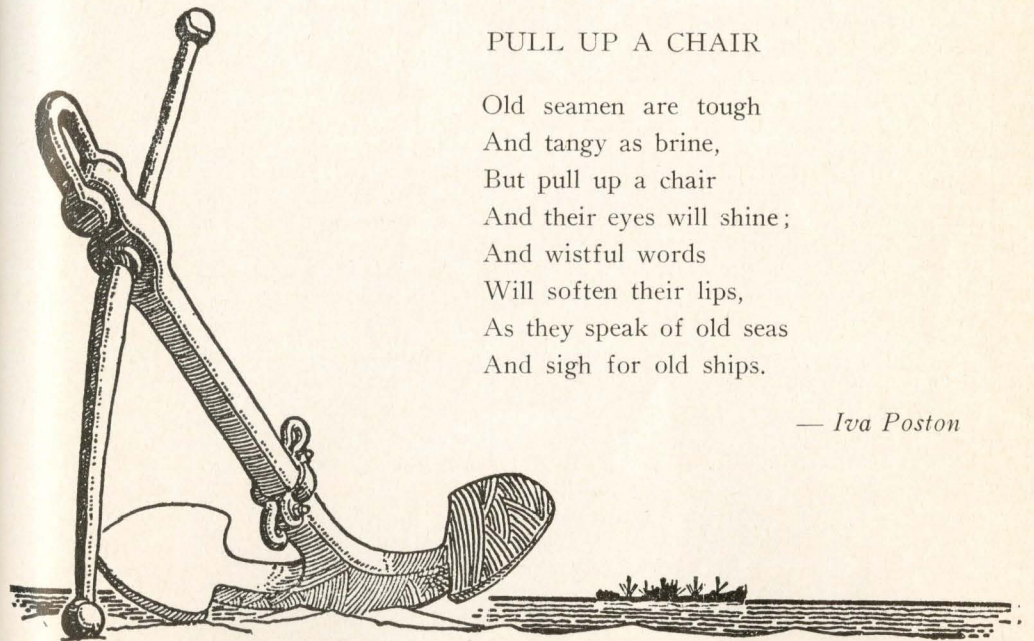
— Sarah Howard

Reprinted from the New York Times

PULL UP A CHAIR

Old seamen are tough
And tangy as brine,
But pull up a chair
And their eyes will shine;
And wistful words
Will soften their lips,
As they speak of old seas
And sigh for old ships.

— Iva Poston



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