

# *The* LOOKOUT



A Night View of Lower Manhattan

*Photograph by Samuel Gott*

SEAMEN'S CHURCH INSTITUTE

OF NEW YORK

VOLUME XXIV

MARCH, 1933

# The Lookout

VOL. XXIV

MARCH, 1933

No. 3

## MIDNIGHT SAILING



S. S. MANHATTAN

Courtesy United States Lines

## The LOOKOUT

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

## 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," a corporation of the State of New York, located at 25 South Street, New York City, the sum of.....Dollars."

Note that the words "Of New York" are a part of our title. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."

It is to the generosity of numerous donors and testators that the Institute owes its present position, and for their benefactions their memory will ever be cherished by all friends of the seaman.

WHEN you visit an ocean liner to bid "bon voyage" to departing friends you have doubtless paid a ten cent admission charge. This money is being collected at the piers of all American and foreign passenger vessels by unemployed seamen under the supervision of the Joint Emergency Committee of Seamen's Welfare Agencies, of which Mr. Charles S. Haight is Chairman.

The idea started back in October when Harry Acton, ships news reporter for the New York American, was covering the midnight sailing of the *Majestic*. He pointed out that it would be worth a dime to see a big liner costing ten to fifteen millions of dollars, and also see the great leaders in industry, the arts, athletics, etc. go aboard, enroute for Europe.

Through the tireless efforts of Mr. Haight and the sympathetic cooperation of the Transatlantic Passenger Conference and the American Steamship Owners' Association, this idea became a reality, and today, an average of \$1,200 a week is collected, in dimes, from visitors to ships. About twenty-five sailings a week are covered, occasionally five or six different ships sailing at the same time. One-half of the money goes to the Joint Emergency Committee, which is feeding and lodging 1,000 unemployed, destitute seamen in the Port of New York every day at the rate of \$.60 per man per day. The other half is given to seamen's welfare organizations in the home ports of the ships. So really the whole scheme is international in scope.

The other night the LOOKOUT editor visited the sailing of the S.S. *Mauretania* and saw at first hand how the collecting system works out. It was surprising to see how few visitors objected to the idea of paying the ten cents. A sign informed them of the charge and stated how the money was to be distributed. A group of courteous sailormen handed out tickets and made change with speed and efficiency. Those who wish may purchase additional tickets. For four hours, on that cold, crowded pier, the sailors collected the dimes. The only expense involved at each sailing is the paying of one dollar to each seaman for his services as collector. Thus, about 20 unemployed seamen are given employment each week.

When one stops to consider that every dime, carelessly tossed into the tray, buys a hungry sailor a meal, one realizes how helpful even this apparently small sum is. Multiplied as the weeks go by, these dimes are keeping open the doors of life for thousands of distressed seafarers in this Port and in the principal ports of the world. Thus, can the influence of a dime grow! To date, \$7,927.79 has been collected for the Committee from visitors to departing ships.

And, incidentally, as Harry Acton

remarked in his column, "On the Gangplank," "As a matter of common sense, there shouldn't be any hesitancy in flipping over a dime to see off these giant houseboats. You get a good show for your money. Stand on board any of these great ocean liners on sailing night and you see the world pass in review. All in all, it's great fun, these sailing parties. More entertainment than you get at some show. So step right up, folks, and enjoy yourself. . . Say, buddy, you can spare a dime can't cha?"

The Committee's share of the pier collections is as follows: Italian Line ships: \$1,015.29 (in addition to \$3,569.63 collected at the first public inspection of the *Rex* and \$1,058.63 at the *Conte di Savoia*); North German Lloyd, \$1,736.58; Cunard Lines, \$980.81; United States Lines, \$934.34; Hamburg-American, \$900.33 and a total of \$2,360.44 was turned in from collections of the following Lines: French, Anchor, Furness Bermuda, Swedish-American, Holland-American, White Star, Canadian Pacific, American Export, Red Star, United Fruit, Grace, Columbian, Furness Trinidad, American Merchant, Dollar, Furness Prince, Red D and Norwegian American.

### "FOR FAITHFUL SERVICE"

Employees of  
SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
who have received Certificates for length of Service  
Certificates Issued in 1932 and 1933

Name	Office	Date of Employment { 1910-24	Length of Service
Barlow, Trevor M.	Recreation Director	1929—	16 years
Brine, Robert James	Baggage Master	1913	19 "
Bunce, William Edgar	Seamen's Funds Department	1913	19 "
Cusack, Thomas	Elevator Operator	1913	19 "
Huntington, Captain Robert	Principal, Navigation School	1916	16 "
Johanson, John	Man of all work	1904	28 "
Neiser, August	Porter	1913	19 "
Platt, John	Chief Engineer	1913	19 "
Platt, Rudolph	Engineer's Assistant	1917	15 "
Robinson, Mrs. Bessie	Service Department	1914	18 "
Roper, Mrs. Janet	House Mother	1915	17 "

## A LOST ART



OTTO LANG—Rope Weaver

OTTO LANG, master of the lost art of rope weaving, is in New York sick and penniless, and balked so far in his search for someone who will order an ornate rope frame to be woven. The kind of twine he uses, known as "fishing line" costs \$.26 a pound, and he weaves it into designs like the one shown on page four.

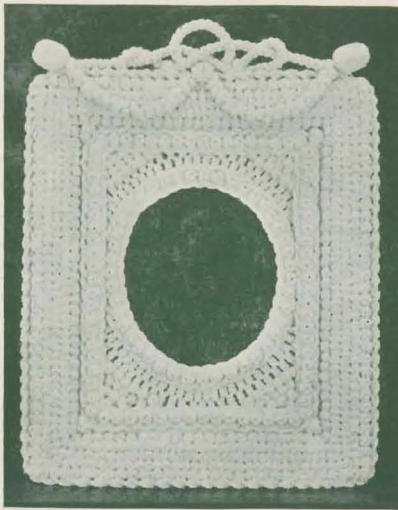
Picture frames, tables, lamps, rugs—each made of thousands of intricate knots—he weaves with infinite skill and patience. His patrons, in more prosperous days, have included Woodrow Wilson, Samuel Insull, Jr., Henry Ford, Samuel Gompers, and many yachtsmen.

Known in seafaring circles as "Lucky Lang," this old mariner has cast anchor at 25 South Street, and the Institute is helping to investigate his long record at sea in order that

he may qualify for admission to Sailors' Snug Harbor. We are providing him with food and shelter in the interim.

Otto's craft is a real art, and rare indeed is the sailorman today who can weave these products of the era of sail. Otto was dubbed "lucky" one day when he was rounding Cape Horn back in 1899. Falling from a yardarm fifty feet above the deck of his ship, he grabbed a rope just in time to save his life. His narrowest escape, however, was during a typhoon on the China Sea. "The mules, part of the ship's cargo," said Lang, "were all drowned and we worried about the ship turning upside down. Somehow we survived."

Suffering with high blood pressure, Lang can do no hard work but must wait patiently for his records to be

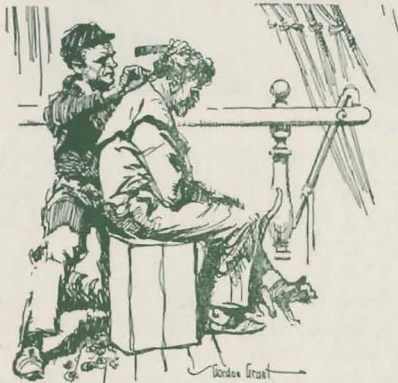


One of Otto's Rope Frames

searched. Meanwhile, he will work on his final masterpiece, and in the weaving of it, he expects to depict for posterity the history of the days of sailing ships. He remembers vividly old South Street days when the Institute was a tiny mission at 21 Coenties Slip and when Henry Smith's boarding house was the only safe, decent place on the waterfront where a sailorman could stay without being exploited and shanghaied. He and Dr. Mansfield had a pleasant chat about those by-gone times.

*"They spoke of rising storms and tides,  
Of heaving decks and seas,  
Of Port Soudan and Port au Prince,  
Seychelles and Hebrides,  
Of lonely hours in doldrum calm,  
And unsolved mysteries.  
They yarned of captains, crews and ships,  
Far seas, and ports, and skies."*  
By EDMUND LEAMY.

#### COMMENTS HEARD IN OUR BARBER AND COBBLER SHOPS



The Skipper Has a Haircut

From "Sail Ho", by Gordon Grant

Among such a mixed assemblage as a ship's crew there was seldom a job that some men could not do, and do fairly well.

Anybody handy with the barber's scissors found customers who paid in tobacco for his services.

Editor's Note: Since these services opened on October 24, 1932, to February 8, 1933, 2,200 haircuts and 1,559 pairs of shoes were repaired, free of charge. An average of 25 seamen each day receive haircuts and 22 have their shoes repaired. There are, in due course of time, "repeaters," and always a long waiting line, about three times as many each day as can be accommodated. Stewards are particularly grateful for these services as it is part of their stock in trade to appear neatly dressed when applying for work on shipboard.

"I'm not a seaman but my brother-in-law is! Can I have a haircut?"

"I'm a seaman but I'm married and my wife's shoes need mending. May I bring them in?"

"Please, lady, do you have time to cut my hair?"

"Not on Friday, lady, I've never yet had a haircut on Friday. That's VERY bad luck."

"Could I get my name down for a haircut tomorrow mornin'? I'm goin' to see Capt. R—— and I wanta look nice."

"I just want you to know that this is the third time I've had my shoes cobbled here. It's sure a Godsend to me. You see, I walk from the Army Base in Brooklyn over to South Street every day. I've been promised work there soon."

"You know what happened. I couldn't keep my appointment for my shoes, yesterday. I had an appendicitis attack and had to go to the marine hospital."

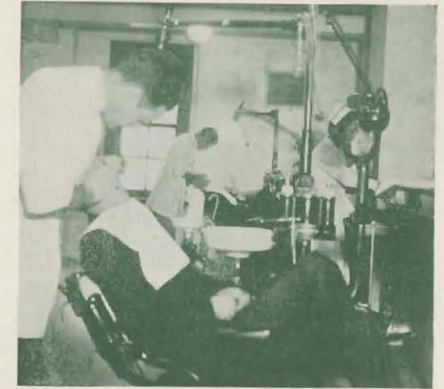
"I've got a job sitting on the jury tomorrow. Can I get a haircut this afternoon?"

## A HEALTH CENTER FOR SEAFARERS

WITH the establishment of a nose and throat clinic on January 31st, the Institute became, in addition to a complete shore community for merchant seamen, a fully equipped health center. The clinic unit now consists of (1) a medical clinic under the supervision of the United States Public Health Service; (2) a dental clinic under the supervision of Dr. William D. Tracy; (3) an eye clinic under the supervision of Dr. Conrad Berens, and (4) the ear, nose and throat clinic, also under the supervision of Dr. Berens.

As an indication of the volume of work done in these clinics which are patronized only by active merchant seamen who are non-beneficiaries of any other clinic, the John Markle Eye Clinic treated 391 cases in 1932 and recommended glasses for 114. This clinic is open on Tuesday and Friday mornings, with an average attendance of 9 patients each morning. Seamen, in general, often hesitate to go to a doctor for advice about their eyes. They have an aversion to wearing glasses as they believe it hinders them in obtaining employment. In spite of this hesitancy our clinic has grown and we are gratified by the attendance. A very valuable instrument, the Zeiss Slit Lamp, has been added to the equipment of our clinic.

Just one example of the service: John C., age 65, visited the clinic complaining of loss of vision in the right eye. This failure of vision came on very gradually and without any pain. Examination revealed that he was suffering with a very serious eye condition, glaucoma, or hardening of the eyes. Both eyes were operated on, as he had already lost 80% of vision in his right eye and 20% in the left.



Dental Clinic

After the operation he revisited the clinic and his visual loss has been effectively checked.

Our Dental Clinic, too, is proving unusually popular among seafaring men. During 1932 there were 3,475 sittings and 868 new patients. Many sailors, when revisiting this clinic after several trips to sea, report to our dentist and hygienist that the Institute's dental clinic is highly praised by the men aboard their ship. The first clinic of its kind in this country exclusively for merchant seamen, it has built for itself a splendid reputation.

In our general Dispensary, a U. S. P. H. doctor treats emergency cases, common colds and almost every ailment known on land and sea. During 1932 he treated 4,029 individuals, and gave about 400 first aid and preventive health lectures.

If, during these slow shipping days, we can at least keep our seamen physically fit the Institute will have done its share in maintaining the high calibre of the merchant marine.

# S. O. S.



SHIPWRECKED  
ASHORE!



WHEN the S. O. S. flashes through the night, millions on shore are stirred to apprehension and sympathy. Ships turn from their courses and lifeboats race to the rescue of the distressed vessel.

WITHOUT the excitement and front-page glamour of an S. O. S. at sea, hundreds of merchant seamen—many of them heroes of sea disasters—are now in as much need of being rescued as though they were battling a storm in the North Atlantic.

IN BEHALF OF these mariners for whom the Institute exists will you send a contribution to help finance our tremendous relief program? So long as the people of the world entrust their lives and goods to the care of the men who man our ships they will be indebted to them. We have assumed the endless task of repaying this obligation by providing some of the safety, protection and comfort for seamen on shore that landmen enjoy at sea.

## Lest We Forget The Men Who Sail Our Ships Across the Seven Seas



Kindly send cash, check  
or money order to:  
SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK  
25 South Street New York City

I CAN SPARE 10c  
for  
A MEAL for ONE SAILOR



Name .....

Address .....

THIS has been the third consecutive year wherein the candle of all philanthropic organizations has burned at both ends. With income and resources greatly decreased on the one hand, and appeals for aid increasing more than a hundred-fold on the other, the ability to "carry on" has become a test of faith, energy and resourcefulness.

WE cannot begin to thank those loyal friends who are giving generously and voluntarily that we may still keep the lights burning brightly in our building, cheering the hearts of the wayfarers of the sea—so many hundreds of whom are now cast upon the shores of Manhattan.

WHEN ships sail again these gallant crews will be mustered. Will you help us maintain their moral stamina and physical health NOW? They are not entitled to Federal, State or Municipal relief and therefore the Institute is their principal prop and solace.

## A TRAGIC DAY AT SEA

As Reported by Seaman Franklin J. McClain

OUR ship was 140 miles from Manila and we had been enjoying a fine day at sea. It was so peaceful cruising among multitudes of beautiful islands. Suddenly a terrifying clash of metals intermingled with agonizing shrieks of the men below and the good motorship "Tireme" gave a sickening shudder and speed slackened off immediately. I gulped painfully and looked at my companions; horror was written on some faces, consternation on others.

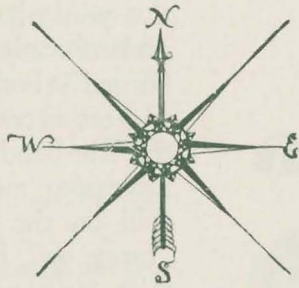
Shouts and cries, increasing in volume, came from the engine room, but all on deck seemed paralyzed and unable to move. A few strained moments of waiting—and an unrecognizable figure with hands and face encased in a yellow mask, tottered up from the engine room, shaking his tortured hands helplessly. One by one, the "black gang" made startling appearances on deck, their faces horribly burned.

Heavy yellow smoke billowing from the engine room added further horror to the scene. The captain, chief officer and the other engineers rushed for the engine room. I felt sorry for the aged captain, as he shouted tremulously over and over again, "For God's sake stop the engines." A true captain hates to see his men or his ship hurt. The chief officer, dominant and masterly, called out sharply, "Is there a fire below?" No one answered. Finally he roughly grasped two of the mute onlookers and bellowed, "Is there a fire below?" One of the men answered that he didn't know.

It became apparent that the indomitable chief engineer had remained below fighting the fire which had broken out after the explosion. The steel hatches on the boat deck were closed to cut off the air and prevent the fire from spreading. Engine room and deck forces slaved to save the ship. I was set to watch the badly burned third engineer. He was brave and stoical in his pain. Everything humanly possible was done to ease his suffering. Face, arms, neck and a portion of one leg was seared horribly—yet I did not hear him utter one word of complaint during the long, sweltering day. "Sparks" had wired to Manila for assistance and a naval vessel was being rushed to our aid.

What courage it must have taken for the engine force to descend to the engines and start them again! A motorman looked over the side of the ship and with a resigned shrug, said hollowly: "Gee, Mac, I hate to go down into that hole again."

All through that hot, muggy day we waited and late in the afternoon a Naval tug came alongside. The doctors and aides clambered aboard and took charge of the sufferers. They were lowered into a motor launch and rushed to the hospital in Manila. Death intervened, however, for the gallant third engineer. The crew liked this fellow and the highest form of tribute they could bestow was that he had "guts".



## FOR SALE!

WON'T you buy a jigsaw puzzle, a ship model, a silhouette print, or an autographed book and help the Institute with its ever-increasing task of feeding hundreds and hundreds of destitute seamen? Please read the details below and then send your order and your check to: "Seamen's Church Institute of New York."

### Silhouette Prints—\$.30 Each

Captain R. Stuart Murray, well known for his charming silhouettes of ships, has just completed a silhouette drawing of the famous German sea raider, "Seeadler." The commander, Felix Count Luckner, liked it so much that he autographed the original. Prints of this on ivory vellum paper, suitable for framing, size 8 by 10 inches, are now available to LOOKOUT readers. They make appropriate decorations for bungalows, club rooms, dens, log cabins, etc. Other ships: "Ship Duff", "Asterion" and "Red Jacket" also available at \$.30 each. Price \$1.00 for set of four prints.

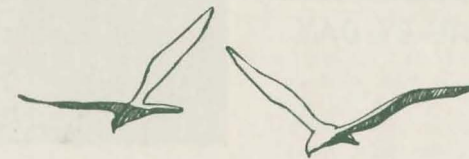


### Autographed Books—\$6.00

A limited number of autographed copies of Gordon Grant's books of etchings, "Sail Ho" and "Greasy Luck" (some of the illustrations from which we have reproduced in THE LOOKOUT) are on sale, through the courtesy of the artist.

### Jig Saw Puzzles—\$.75 Each

These are beautifully cut from wood and when put together show the Institute building in black and silver, about 60 pieces, size 6 inches by 5 inches. Also in blue and white. Attractively boxed. Puzzle fans proclaim this "an interestingly difficult" puzzle. Why not order a dozen and give them as bridge prizes. Larger puzzles, size 7"x7", will be made to order for \$1.00 from your photo or illustration.



## AWARD OF VALOR

THE Congressional Medal is awarded by the President of the United States once a year to the most distinguished individual of that year. In 1926 Joseph P..... received this medal from President Coolidge "In recognition of his heroic services in effecting the rescue at sea on November 5, 1926, of the master and crew of the American Schooner, *Valkyria*."

Joseph P. was a seaman aboard the S.S. *Olyeric*, when the distressed schooner was sighted. He volunteered to pilot a lifeboat through the raging storm in mid-Atlantic, assisted by three other seamen, to the distressed ship. In terrifically heavy seas he succeeded in rescuing all thirteen members of the crew as well as the master.

More than six years have passed since that brave rescue, and Joseph found himself, like other seamen, "on the beach." His problem was even more acute than some, because he had

a wife and three children living in Dublin totally dependent on him. The oldest child, age 15, is studying stenography. The other two are ages three and seven. They are not receiving any dole or relief assistance and the mother cannot find work.

Desperate, with no hope for an improvement in his situation, Joseph pawned his precious medal and received \$100.00 for it. He then worked six months before he was able to "get it out of hock." A ship's derrick fell on his feet, breaking several toes. Being on relief at the Institute, his case was brought to the attention of Dr. Mansfield who forwarded the facts to the Life-Saving Benevolent Association. They presented him with \$200.00 in gold. It certainly proved a "life-saver" to this unfortunate seaman. We are happy to report that he now has a temporary job which has greatly encouraged him.



THE INSTITUTE BY DAY

THE INSTITUTE BY NIGHT



## Faith, Conqueror of Storms

By Seaman Charles B. Karoly.

'Tis not the darkness of the clouds  
Nor the misty laden air,  
Neither creaking of the shrouds  
Reveal how our ship will fare;

'Tis not the vibrating thunder  
That reckons toll of the storm,  
Not the Heavens rent asunder  
Our duration—shape or form;

Not fury's lashing at the sails,  
Nor the billow of the wave,  
Not even yet—the light that fails—  
Can conclude a watery grave.

But the faith in which we've striven,  
In the good works we contrive,

Warranting the promise given—  
These foretell how we'll survive.

For the faith in which we've striven  
Is the same faith now as past,  
Present faith to good works given  
Meets every storm of future cast.

Faith to good works we've contriven  
Are in strong hull, mast and spar,  
Faith, then, conquers furies driven,  
Brings us safe home past the bar.

Build then strong bodies, heart and soul  
To meet life's stormy tempest blast,  
So that in faith, triumphant, whole,  
We'll come to Promised Land at last.

## Book Reviews

### THE LOG OF THE SEA

By CAPTAIN FELIX RIESENBERG

Harcourt, Brace & Co.—\$2.50

This is Captain Riesenbergs log-book filled with tales of ceaseless wanderings over the seven seas and comments thereon. Beginning with his apprenticeship in the sloop *St. Mary's* he continues his narrative: beating both ways around Cape Horn; navigating the first dirigible to brave the Arctic; of South Street crimps and Pacific ports. In racy, salty style he swings all around the globe, recording tales of famous captains and their vessels; of record sailings, disasters, storm and fair weather; of clipper ships and bucko mates. Sketches of Shipmasters and Shipmates are particularly interesting in their portrayal of seamen's characters and motives. But what impressed us most was, in reading of the *Vestris* disaster, to come across this paragraph:

"The sea is not safe! Passage at sea, at this very moment, is as hazardous an adventure as at any time since the Phoenicians trimmed their sails and manned their oars on the first great trading and exploring voyages. Hazards have increased ten thousand fold with the vast increase in size, speed and number of ships afloat. Fog is as thick as when the world began, ice as frequent in high latitudes, and far more dangerous in the

case of large fast vessels built of steel; and derelicts, often of great tonnage, are added to the unseen but ever possible obstacles in the path of ships racing over seas at night. The hazard of collision, one vessel with another, is a constant source of danger. Only the utmost vigilance of faithful men, alert and experienced, stands between these dangers and their consummation in some terrific catastrophe."



### THE SEA WITCH

By ALEXANDER LAING

Farrar & Rinehart—\$2.50

The golden age of shipping has been brilliantly recreated by Mr. Laing in this book. He uses the authentic history of the ship *Sea Witch* as a background for this saga of the clipper era. The setting varies from the South Street waterfront to San Francisco and China. It is a drama of love and hate, of three brothers violently opposed in temperament, of a woman who conflicts with their loyalty to the sea. He has also written the fascinating story of old New York, of its family feuds and business competition. The whole pageant of shipping, when the clippers triumphed on all the seas, is vividly and dramatically portrayed.

## JOTTINGS FROM THE S.C.I. LOG

### ODD JOBS ON SHIPBOARD

#### A Ship's Printer

Editor's Note: This is the first of a series of descriptions of interesting jobs on shipboard with which readers may not be familiar.

**H**AVE you ever heard of a ship's printer? Well, neither had we, until the other day when Seaman Robert B. came to our Eye Clinic and reported that he had lost his job as a ship's printer due to bad eyesight. After a series of treatments and after being given a pair of glasses Robert went forth to seek work again. Not more than an hour elapsed when our police officer telephoned the hygienist in our Clinic asking, "By any chance do you know of a ship's printer? We've just had a call from the X Line for one." "Yes," replied our hygienist, "If you will page Robert B. in our lobby he will be just the man you want." Robert returned to the Clinic and joyfully reported that he had been given the job. Talking with Mr. Scully, an official of the Furness Bermuda Line the LOOKOUT editor ventured to ask just what the duties of a ship's printer were. He replied: "He prints the dining salon menus, the sport notices, the music programs, the daily newspaper and, in some cases, the passenger lists. He is only carried on the large passenger ships. Sometimes he has a full-time job, as on our ships, but in other cases he doubles as a barber, waiter, or general utility man."

### From an Institute Contributor

"Dear Dr. Mansfield:

"The enclosed is a very feeble response to your S. O. S., so clearly calling from every page of the last number of the *Lookout*.

"There is always such a cheerful tone, but underneath one detects the seriousness of the situation, and too, you make those of us who give our mite feel as if they had done so much, and it gives us courage to give a little more. I call myself the "dollar lady" but doesn't it sound like bargain day?

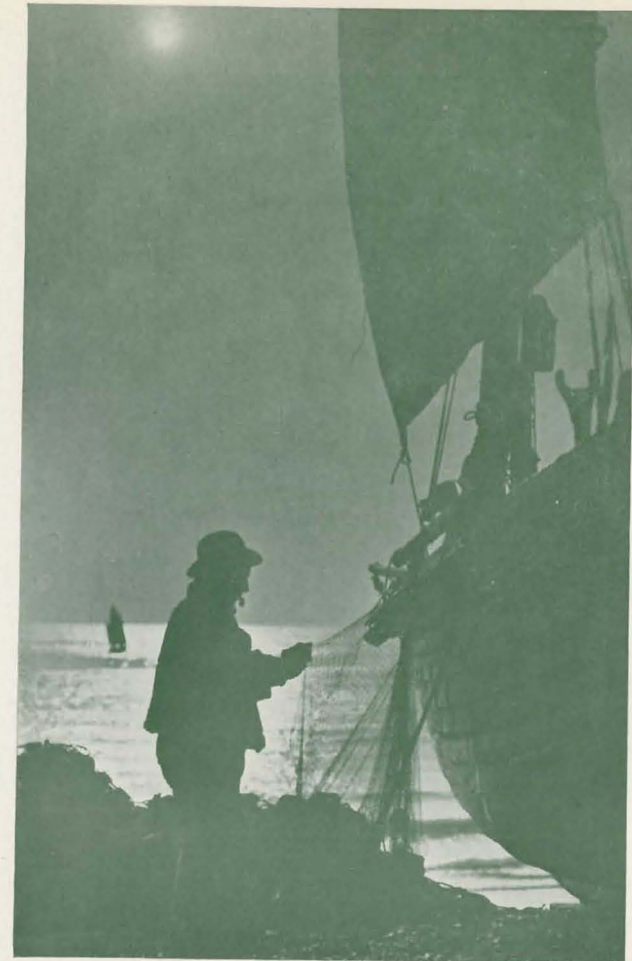
"I am including something else in this small gift, for it is given too, in gratitude that there is such a seaman as Capt. Stedman of the *American Merchant*. Not only his rescue of the men on the *Exeter City*, but for his character. His fearless declaration that he did it with a "big prayer" and later, in an interview spoke of "Divine Providence."

"How outstanding such words are in these days when so many are so self-satisfied. These men of the sea, as they do their duty, must realize the wonders of creation and it surely makes for Christian character.

"The enclosed stamps are just a contribution not to be used in answering me, but to spread your wonderful work."

### Idle Shipping Still Increasing

Department of Commerce figures for the third quarter of 1932 show increases in grand total of idle shipping of 301,000 gross tons. The United States leads the increase with 407,000 tons, nearly 12 per cent. Slight decrease in British, Italian and Japanese.



MENDING THE NETS

Courtesy The Ship Modeler

### A TYPICAL MONTH OF SERVICE

Some of the services rendered to worthy sailormen by the  
SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
from January 1st to January 31st, 1933

37,733	Lodgings Provided in Dormitories and Rooms (including emergency beds).	17	Missing Seamen Located.
93,695	Restaurant Customers, including Relief Meals.	23	Religious Services at Institute and U. S. Marine Hospitals attended by 1,224 Seamen.
2,659	Pieces of Baggage Received.	1,735	Barber, Tailor and Laundry Customers.
2,800	Books and Magazines Distributed.	7,982	Information Desk Interviews.
9,496	Social Service Personal Interviews.	769	Articles of Clothing and 529 Knitted Articles Distributed.
1,185	Relief Loans.	23	Entertainments in Auditorium Attended by 16,513.
634	Seamen Received Relief.	\$19,934.29	Received for Safekeeping or Transmission to Seamen's Families.
511	Cases Treated in Dispensary, Dental and Eye Clinics.	982	Emergency Barber and Shoemaker Services.
115	Positions Procured for Seamen.		



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\*Elected January 1933 by the Board of Managers