

The Lookout



Towers of Manhattan Greet Ice-Covered Schooner

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

THIS MONTH'S COVER is from a photograph by Wide World. It shows the ice-bedecked fishing schooner, "Mary" as she arrived in New York harbor after riding out a winter storm for two days. She is shown slowly making her way to Fulton Market pier with 35,000 tons of fish as the towers of Manhattan greet her.

The
LOOKOUT

VOL. XXVIII, JANUARY, 1937
PUBLISHED MONTHLY
by the
SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
25 SOUTH ST., NEW YORK, N. Y.
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Entered as second class matter July 8, 1925, at New York, N. Y., under the act of March 3, 1879.

Subscription Rates
One Dollar Annually
Single Copies, Ten Cents

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

Address all communications to
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," 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.

The Lookout

VOL. XXVIII

JANUARY, 1937

NO. 1

Marine Code Flags

THE general public may be surprised to learn that in this scientific age, with radios on every hand, the international signal flag code is still used extensively in sending messages from ship to ship, from ship to shore, and from ship to lighthouse. Possibly the reason for this is that all radio messages sent from ships, with the exception of "S.O.S." and "MEDICO," are paid for at the standard word rate.

Flying from the maintruck of the *U. S. S. Indianapolis*, when President Roosevelt was aboard, was a blue flag with four white stars, one in each corner, and in the center the American Eagle with the motto "E Pluribus Unum" underneath. This is known as the President's Flag and in the international code of the sea means that the Commander-in-Chief of the U. S. Navy, the President, is aboard. Many other flags are flown, all of which have definite meanings to the mariner.

Waving from the Institute's roof are three signal flags, Q K F, which mean to those who know their signal code, "WELCOME." "Q" is an all yellow flag; "K" is one yellow and one blue vertical stripe; and "F" is a white flag with a red diamond.

When the *S. S. Manhattan* is about to sail from her pier, she flies from the foremasthead a flag called the Blue Peter (blue border and white center), which means: "All repair on board. I am about to sail." This flag is lowered after the ship starts to move, and curiously enough, if the Blue Peter is



*Drawing by Earle Winslow
Reprinted from TUGBOAT. See page 12.*

flown while the vessel is at sea it notifies: "Lights out, or burning badly." Much as a friendly motorist would shout to a passing car, "Hey, mister, your lights are out!", so a ship would signal such a message to a passing ship.

When a ship leaves New York harbor she generally carries three flags—sometimes four: (1) the ensign of her country (for example, the *S. S. Washington* flies the American flag at the gaff); (2) her house flag (United States Lines) at the main masthead; (3) the flag of the country of her destination (Southampton, England, therefore the British flag) at the foremasthead and (4) the mail flag, on the

signal halyards if she carries U. S. mail. When a ship enters New York harbor from Europe she flies the yellow flag of Quarantine "Q" (meaning "free of infection; request pratique"). When she approaches the pilot station (outside Ambrose Lightship) she flies the signal "G" (meaning "Pilot Wanted"—three yellow and three blue vertical stripes). After the pilot comes aboard the "G" is hauled down and the letter "H" (one white and one red vertical stripe) meaning "Pilot on Board" is hoisted. A ship is met at the Narrows by the Coast Guard cutter flying the Coast Guard ensign—red and white vertical stripes with the American eagle in the upper left hand corner—the only flag of the U. S. with vertical stripes. All the others have horizontal stripes. If the immigration officials are aboard the cutter the Immigration flag is also flown, although this is optional. It is a swallow-tail pennant, white background, blue border, with the seal of the Department of Labor in the center and the letters U.S.I.S.

The problem of speech between ships—and ships really do "speak" to each other—has engaged the attention of their commanders since early times. The old Norse sagas tell of pennants and standards carried by Viking ships. Codes of signals for the use of mariners have been published in various countries since the beginning of the nineteenth century. In 1805 when Nelson at Trafalgar wanted to say "England confides that every man will do his duty," the signal flag vocabulary did not then include the word "confide," so the "Victory's" signal lieutenant substituted the word "expects." After the Napoleonic Wars the advantage of an analogous code for the ever-increas-

ing merchant trade became so obvious that several codes were invented, the best-known being that of Captain Marryat's. The code most used by American vessels was that of Henry J. Rogers, of Baltimore, Md., published in 1854. The first International Code of the Sea was drafted in 1855; it contained 70,000 signals. The flags were increased to 18, which represented the consonants of the alphabet, with the exception of X and Z. This code was published by the British Board of Trade and was used for about 30 years. At the International Conference in Washington in 1889 many changes were made in the code. The flags were increased to 26, one for each letter of the alphabet. An edition was published in 1897 and was forwarded to all maritime powers, many translations of which were made.

This edition of the International Code of Signals was put to a very severe test during the World War. Many changes were adopted and the Conference decided that every effort should be made to render the code international and that there should be seven editions of the code, namely, in English, French, German, Italian, Japanese, Spanish and Norwegian. The Visual International Code, the Morse (Blinker) Code and the Semaphore (Wig-Wag) Code are taught in the Institute's Merchant Marine School.

A recent example of the use of these signal flags in saving human life is reported by the United States liner *President Roosevelt*. The vessel was just off Heligoland on a recent voyage to Hamburg. Passengers strolling on the deck attached no significance to three international code flags that were hoisted to the foremast in the early afternoon. Had they been familiar

with the signal code, however, they would have known that the signals meant a great deal to someone, for the three flags "LLY" that snapped in the breeze signalled: "We are coming to you with all speed with medical aid," and the message was addressed to the Russian steamer *Vorosilov*, from Odessa, in answer to its S.O.S. that told of a boiler explosion and four badly injured men who needed immediate medical aid. The *Roosevelt* was alongside the *Vorosilov* in a few minutes and a boat was lowered in command of First Officer Hans Hanley. In the boat was the liner's surgeon, Dr. Edward Waite. The injured men were transferred to the *President Roosevelt's* hospital for immediate treatment and taken to the Marine Hospital when the ship arrived at Hamburg a few hours later.

Seamen are taught to be resourceful in emergencies at sea, and a recent story of the use of signal flags when radio was impossible, illustrates this resourcefulness. Early in the afternoon of January 2, 1936, the westbound United States liner *Washington* cited an eastbound vessel. The seaman on lookout in the crow's nest reported his observation and the *Washington's* radio operator tapped off the customary message of greeting. But there was no response. At regular intervals he repeated it, but still to no avail. Meanwhile, up in the crow's nest, Seaman Charles Mortensen watched the other ship loom larger on the horizon. Presently he could make out a combination of flags flying from the vessel's foremast, indicating that she wanted the *Washington* to come closer so that signal communication could be established between them. In response the *Washington* doubled back on her course and stood by. The other vessel now



"There's that tramp signalling again! They want a nickel for a cup o' coffee!"

Reprinted from "Judge" by special permission.

proved to be the American France line freighter, *Independence Hall*.

Passengers aboard the *Washington*, consumed with curiosity, swarmed to the starboard rail to watch the movement of international code flags up and down the freighter's mast. Periodically a flag would be hoisted and lowered on the *Washington's* mast, in reply. Soon the exchange of signals came to a halt, and the *Washington* swung back on her course and headed once more for the distant spires of New York. Puzzled as to why no lifeboats had been lowered, passengers sought an explanation. It developed that the radio operator on the *Independence Hall* had died at sea, and no other member of her crew knew how to receive or transmit messages. The aid of the *Washington* was enlisted, therefore, to relay a radio message to the freighter's home office, advising them of the situation and thus dispelling their anxiety at not hearing any word of the freighter.

When passing another ship to whom some mark of respect is due, all vessels drop a lady-like courtesy. When the American flag is attached to a staff it is never dipped, but at sea the American flag is on a halyard and therefore can be raised and

lowered. But it is never "broken out"—always hoisted from the deck, whereas signal flags may be sent aloft coiled or rolled up, with a ship knot and a snap of the halyard breaks the flag out to the breeze. For example, a freighter passing the *U. S. S. Indianapolis* while President Roosevelt was aboard, would draw abeam and with measured deliberation dip her ensign (her national flag), hauling it down slowly and then snappily hoisting it to the gaff or stern flagstaff. Punctiliously the warship will respond. And thus the formalities of the sea are observed.

On ceremonial and festive occasions a ship enters into the spirit of the thing by "dressing ship." That is, she flies as many flags as she possibly can at once, all 26 flags of the alphabet and all special flags, running a line of them from her bows to the head of her foremast and continuing it to the stern by way of the mainmasthead. Bunting thus displayed has no special meaning and precautions are taken to see that it has no accidental one.

And so there exists, on the high seas, a sort of Esperanto in flags, which, like the Oriental graphic writing or the Red Indian sign language, can be understood by all who see it, independent of what tongue they speak, provided they have the key to the combinations of flags in their own language. Thus, two ships of any nationality can speak to each other fluently and hold a conversation with comparative ease. In this respect, this code still has certain advantages over the radio, and, reinforced by semaphore, blasts on the siren and lamp-signalling in Morse, makes a ship much less of an isolated thing than one would at first imagine. Sea signals speed sea safety and save lives!

Book Reviews

CHRONICLE OF AARON KANE

By Frederick Wight

Farrar and Rinehart Price: \$3.00

The author of this extremely interesting chronicle of a New England seafaring man tells us that his book is "a log of Aaron's spirit-life and not of his voyages." The characters are handled with skill; they live, move and have their being with a naturalness which is too seldom a characteristic of sea-stories. Never once is there a false note struck, either in situation or in character analysis. The prose is simple and direct with a terseness peculiarly suited to the atmosphere created in the book.

LOOKOUT readers may be interested in the brief sketch of Father Taylor of the Seamen's Bethel in Boston.

A. W. C.

PEARY

by William Herbert Hobbs

The MacMillan Company Price: \$5.00

The final achievement of Robert E. Peary in reaching the North Pole after eight attempts covering some twenty three years of effort, disappointment, suffering, and risk, is frequently confused in the minds of many by the bitter controversy of Dr. Frederick Cook's claim to the same honor some months previous.

Here is a complete account of Peary's life and expeditions written by a man who knew him intimately, an authority on the Arctic, and one well equipped to tell the story with authority.

Professor Hobbs' biography follows Peary closely from his birth at Cresson, Pennsylvania in 1856, through his engineering and geological training and work in the tropics, and through his various Northern expeditions to the accomplishment of his life's ambition in 1909

M. P. M. G.

HURRICANE WEATHER

By Howard Pease

Doubleday Doran and Co. Price: \$2.00

This adventure story is designed for boys of high school age, but adults will also enjoy the author's fine flair for story-telling. When he writes of nautical affairs he knows whereof he writes, for Mr. Pease made several sea trips among the islands of Tahiti where the setting of his newest novel is laid. Aboard the yacht, "Wind-Rider", a pearl seeker and his sinister companion match forces against the hero, Stan Ridley, and a hurricane adds to the general excitement.

M. D. C.

Across the Atlantic

CROSSING the Atlantic ocean in a forty-foot sloop is an achievement which even old-timers who are apt to sneer "sissy" at present-day sailors will grudgingly admit is a feat in navigation. Three young Latvian seamen arrived in New York recently aboard the sloop, "Frenchman", which they delivered to her owner, an American. Lieut. Michael Plesums, on leave from the Latvian Navy, was at the helm and his two shipmates were Alexander Ozolins and Oskhold Hermanovsky.

Sailing from Plymouth, England, the sturdy little craft set a course across the Bay of Biscay to Vigo, Spain, where bad weather held the ship in port. Then came a seven hundred mile trip to Madeira, off the coast of Africa, where the crew prepared for the longest leg of the trip, to Bermuda.

Recounting their experiences to THE LOOKOUT editor when they stopped at the Institute for a few days, Lieut. Plesums remarked: "We were lucky. Across five thousand miles of ocean without mishap. We missed the Spanish revolution and the Fall hurricanes. We encountered only four days of bad



weather. And in all the voyage, the sail was not reefed. Our best 24-hour run was 155 miles, our top speed was eight knots."

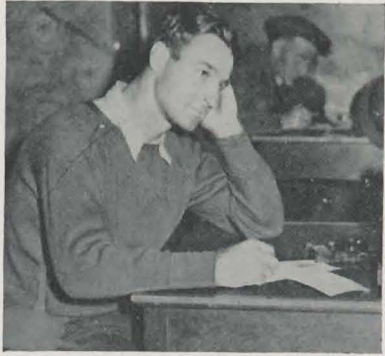
The sloop's owner told one story about the gallant crew: "I told Plesums," he said, "that I couldn't afford to fit up the 'Frenchman' for an ocean voyage, and what do you think he told me?"

"That's quite all right, Just give me a coil of rope and we'll cut from it as we need it. The compass isn't very good, but that will be all right, too, if you don't want to buy a new one. We'll steer by the stars!" The owner, needless to say, bought the compass. But the sheer gallantry of the answer impressed him.

There have been a few notable passages by tiny boats from America to Europe, but from Europe to America they are rare, indeed. Viewed in any light, this 5,000 mile voyage by a crew none of whom have yet reached the age of 30, was a remarkable achievement. Another recent guest at the Institute who navigated a 23 foot boat from Nova Scotia was Captain Bill Crowell. Accompanied by his pet dog, "Togo", Captain Crowell stopped at the Institute while enroute to San Francisco, via the Panama Canal—a hazardous voyage for a lone sailor in a small craft.



Letters of appreciation



"Please believe that there are some sailors who apply to you for help to whom you mean the difference between courage and despair. Thank you. God Bless the Institute."



LETTERS of appreciation are often received by INSTITUTE officials from merchant seamen who have been helped in a variety of ways: some have been given the necessities of life: food, shelter and clothing. Some have been provided with tools and gear. Others have been given carfare to jobs, postage stamps, busfare to their homes, and some have had letters typed for them. For example, a sailor over in the Marine Hospital who had been befriended by the Institute's Chaplain wrote: "Once more before I close I thank you with all my heart for all the kindness and friendship and your wonderful thoughtfulness in remembering me and all other downhearted souls who are patiently trying to get well so that they can go to sea again."

The thousands of seafarers who have slept beneath the hospital roof are grateful to YOU and other friends who support this great work. For all the social services rendered, we never charge. Seamen know that all this costs money and that it is made possible by generous donations.



The Port of New York is the trade center of the world to which there come and go from across the sea endless streams of seafarers. They are living links between the nations. Now that a recovery in world trade is under weigh, people begin to realize the importance of these men in linking the world closer together. Their calling has often been unrecognized and unrewarded. They ask for no lavish praise of their heroism but regard their labors as simple duty and loyalty to the traditional code of the sea.

But YOU have helped to recognize these seamen and to pay the debt we owe them by befriending them when they are ashore. To continue to welcome them, we need \$100,000. which represents the deficit in our annual operating budget. The necessity for maintaining the Institute's work is not only humane but patriotic: it safeguards our men of the merchant marine from shore dangers.

It is gratifying to reflect, is it not, that you have an active share in helping the Institute to befriend and protect these seafarers?



Please Send Contributions to the
Seamen's Church Institute of New York
25 South Street, New York

Christmas on the Waterfront



DICKENS was right when he wrote "There seems a magic in the very name of Christmas." The Christmas spirit hit the waterfront with full force and not even a strike could cool the enthusiasm of the men of the sea. The weather was mild, suggesting Easter flowers rather than holly and evergreen, but as Washington Irving once wrote, in describing a Spring-like Christmas Day:

"There was something truly cheering in this triumph of warmth and verdure over the frosty thralldom of winter; it was an emblem of Christmas hospitality, breaking through the chills of ceremony and selfishness, and thawing every heart into a flow."

At the Institute 1,375 men sat down to a bountiful turkey dinner, provided by the thoughtfulness and generosity of our friends who contribute each year, to the Holiday Fund. The day lived up to all the predictions of unbounded festivity that had been made for it. All the Institute staff reported what a happy time the seamen had, how much they enjoyed the two services in the Chapel on Christmas, the carol singing in the Chapel on the Sunday evening after Christmas, how delicious the dinner was and how splendid were the moving pictures. The feature picture in the afternoon

was "The General Died At Dawn", starring Gary Cooper and Madeleine Carroll in addition to a "Pop Eye" cartoon, always a favorite with seafarers. In the evening the seamen gathered in the auditorium to witness the picture, "Hearts Divided", starring Marion Davies, Dick Powell and Charles Ruggles.

There was only one flaw to mar the perfect day. Mrs. Roper was not present, being confined to bed with the gripe. It was the first Christmas she has missed at the Institute for 21 years. As we go to press, however, comes the welcome news that she is greatly improved and will soon be back at her desk. Many seamen asked for her on Christmas Day, and a large number sent her greeting cards and gifts.

For weeks preceding the holiday the Institute supplied Christmas cards and postage free of charge to seamen to encourage them to write to their relatives. Seamen in the marine hospitals were not forgotten, many of them were the recipients of Christmas parcels thoughtfully packed with cigarettes, candy, razor blades, handkerchiefs, and the like.

The Institute's social service department was busy the day before the holiday with many requests from seamen. There was a heavy demand for clean shirts "so as they could look nice for Christmas". One seaman wanted to borrow a dollar to purchase a Cross for his young sister, to whom he has never before missed sending a present. A young Porto Rican brought in a large box of gifts addressed to his mother, but no postage money. The stamps were provided from our Holiday Fund. An old mariner who is ineligible for Sailors' Snug Harbor and who ekes out a living selling

apples at Rector Street, was given a Christmas parcel by one of the staff. A group of apprentices and cadets had a Christmas party with games and dancing in the Apprentices' Room with music provided by a beautiful new radio-victrola.

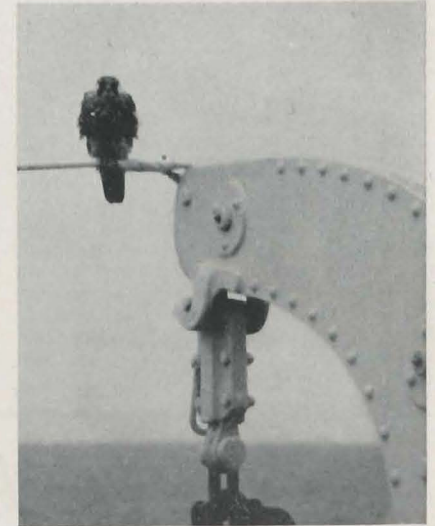
Mr. and Mrs. Kelley, their children, and Chaplain McDonald and

others of the Staff, also Mrs. A. R. Mansfield, welcomed the men as they filed into the cafeteria for the Christmas dinner. Good cheer and affability were everywhere, and genuine appreciation and gratitude were voiced on every hand. It was, indeed, for our sailormen, a very merry Christmas.

Shipwrecked Crew

THIRTEEN men, adrift in dories after they had abandoned their grounded fishing schooner, the Mary P. Mosquito, were rescued off Montauk Point by the Coast Guard on November 26th, Thanksgiving Day, and brought to the Institute. Warm clothing: underwear, shoes, socks and sweaters, were provided the Norwegian crew, as well as meal tickets and beds in private rooms on the eleventh floor. Captain Allan Campbell, in command of the schooner, told how they had run into a fog, miscalculated in their dead reckoning and went aground on rocks about two miles west of Montauk Point. The accident happened so quickly that the crew had no time to reach the flares used to signal their distress. The planking of the 85-foot craft was stove in, and with the decks awash, the crew were ordered to put the six life dories overboard. The fog increased and the little boats huddled together, not knowing in which direction to row. At 3 A. M. they were sighted by Coastguardsman James P. Reynolds of the Ditch Plains Station who sent two motor lifeboats to their rescue. All the men were treated for exposure and then brought to the Institute. Just another hazard of the sea—and the Institute is glad to have had the

"Hitchhiker"



Courtesy THE OCEAN FERRY—U. S. Lines

On a westbound voyage in late September, the United States liner Manhattan carried an unusual number of land birds who were thumbing their way to America. Most of them were small birds—wild canaries, sparrows and the like—that probably had been blown off shore in a storm and took refuge in the ship's rigging. Or else they lost their way trying to escape from the owl who joined the ship about mid ocean and sat glumly on a davit for three days. The small birds apparently sensing land near, took off somewhere near the Grand Banks. The owl stayed till the Manhattan was off the Long Island shore and when it was dark enough so he could see, he took to the air.

opportunity to extend hospitality to this gallant crew and captain.

Foc's'le and Gloryhole

By James C. Healey, Ph.D.

Merchant Marine Publishing Association.
New York, 1936. Price \$2.00

In the preface to FOC'S'LE AND GLORYHOLE Dr. Healey tells us that his aim in writing this book has been "to examine the occupation of seafaring from the standpoint of social conditions". It is significant that this has never been done before; surveys have been made of various phases of the occupation and histories have been written of agencies dealing with the welfare of seamen, but no such exhaustive study has been published up to the present time. The author is particularly well-equipped to handle this task. As he says of himself he is "the son of a seaman, who was also the son of a seaman". As a young man he had four years of seafaring experience which took him to ports all over the world, and he has served for twenty years as a Chaplain to seamen in the port of New York.

That he has carried out his purpose successfully will be apparent not only to readers, who, like the reviewer have a first-hand acquaintance with the subject, but to those others who may take up the book without a background of any special knowledge of the field. The material is well-organized, facts are stated with-

out bias and one feels that the recommendations which are presented in the closing chapters are the result of a thoughtful understanding of existing conditions and a sincere desire for a better life for American seamen and a stronger Merchant Marine for the American nation.

The book is divided into four parts: the first section includes chapters dealing with the actual duties of all members of a ship's crew at sea; the second section covers the health and occupational hazards of the industry; the third section deals with the relationship of seamen to welfare agencies and labor organizations ashore; the fourth section contains those recommendations mentioned above for the improvement of the occupation of seafaring. I would commend this book to all of you who, interested in the work which is being done for seamen, would have a more intelligent understanding of the factors which go to make up their lives at sea and ashore.

"Lookout" readers will appreciate the personal tribute paid to Dr. Mansfield in the chapter dealing with the Institute's place among seamen's welfare organizations in the port of New York. "If institutions are the lengthened shadow of a man, then the towering structure of 25 South Street is a spiritual and material monument to this zealous apostle of the sea."
A. W. C.

The Story of a Welcome

WHEN a seafarer opens one of the doors of the Institute's main entrance almost the first thing he sees is a sign which reads as follows:

"All Merchant Seamen
Active in their Calling
Sober in their Conduct
Honest in their Ways
Welcome in."

This sign was recently restored to a conspicuous place in our entrance lobby. The Rev. Charles P. Deems, D.D. who is now rector of St. Mark's Episcopal Church in Minneapolis, writes to our Superintendent, Mr. Kelley, giving the history of this invitation:

"I remember very vividly the circumstances under which it was composed. I was Acting as Assistant Superintendent to Dr. Mansfield. Working with us was a young man by the name of Erwin St. John Tucker, now a well-known priest of

the Church. In the summer of 1911 when the first building was under construction and the work was still carried on at No. 1 State Street, New York City, and hotel accommodations were on Atlantic Avenue in Brooklyn, he and I worked hard over a concise statement as to the type of person who was to be admitted to the Institute and allowed to occupy lodgings in the hotel. The familiar slogan was the result.

It adorned the doors of the Seamen's Church Institute of New York since 1911. In 1916 it was painted on the doors of the Seamen's Church Institute of San Francisco. If I am not mistaken, you used it in San Pedro. How much more extensive has been its use I am not aware.

I believe it still stands as the perfect definition of the type of person the Institute proposes to serve."

A Unique Portrait Gallery

A WATERFRONT "Hall of Fame" is one of the most historically interesting chambers in the Institute's building. On the walls of this room, overlooking the East River, are large photographs of prominent New Yorkers of past generations who in their lifetimes were leaders in the civic, financial and shipping activities of New York. These men served on the Institute's Board of Managers. Among them are representatives of the clergy, ship builders, ship owners, bankers, lawyers, merchants, doctors, manufacturers and journalists, all men of outstanding achievement in their respective fields who found time in their busy lives to devote to the interests of the men of the merchant marine.

"The Age of Whiskers" is the way in which one visitor described the room, for almost every gentleman whose portrait appears on the walls, wears a beard, goatee, moustache, or sideburns, according to the style of the day. Among distinguished men included in this gallery are the first John Jacob Astor, who served on the Board of Managers from 1889 to 1911; the first J. P. Morgan, who was active on the Board from 1865 to 1891; the first Cornelius Vanderbilt, who was a manager from 1873 to 1898. Among prominent New York clergymen who were active in the Institute's affairs were Bishop Wainwright, Bishops Horatio and Henry C. Potter, Bishop Greer, the Rev. Drs. Morgan Dix and Caleb R. Stetson, Rectors of Trinity Parish, Henry John Whitehouse of St. Thomas's and Frank Warfield Crowder of St. James's. Among prominent shipping men were John E. Berwind,



James Wells Barber, Herbert Barber, Commodore Jacob W. Miller and Rear Admiral Alfred T. Mahan, U.S.N., the great naval historian. The idea for collecting the portraits may be credited to the late Dr. Mansfield, Superintendent of the Institute, who began in 1926 to seek family pictures, including old daguerreotypes, and to have these enlarged for the Board Room.

Belated Award

Sixteen years ago the courts awarded certain members of the crew of the U. S. Shipping Board's S.S. "Lake Frampton" various sums of money for loss of personal effects during a collision with the S.S. "Comus." Manuel Garcia, fireman, was a member of the crew. On May 7th, 1936, the U. S. Shipping Board wrote to the Seamen's Church Institute of New York to post a notice on its bulletin board asking twelve members of the "Lake Frampton's" crew, whom they had been unable to locate, to claim the money awarded them. Recently Garcia, broke, dropped in at the Institute, saw his name on the list, wrote to the Shipping Board, and has just received the award: \$117.

Book Reviews



TUGBOAT

By Henry B. Lent

Illustrated by Earle Winslow

The Macmillan Company Price: \$1.75

The busy little tugboats are a vital part of every throbbing harbor. Mr. Lent takes you aboard the "Alice" of the Moran Towing Company and describes how great ships like the "Normandie" are docked. In this readable, delightfully illustrated book, you will find out how the tug's great engines work and how the crew guide ships to their piers, out to the open sea, twisting and turning and pushing. It is all very exciting to youngsters and informative to adults, and as readable and as authentic as the author's previous book, "Full Steam Ahead." M. D. C.

"TOPGALLANT"

By Marjorie Medarr.

Harrison Smith and Robert Haas

Illustrated by Lynd Ward Price: \$2.00

We have here the story of two years in the life of a sea-gull who first sees the light of day among the tall masts of fishing boats in the Bay of Fundy. The book is written for children and the adventures of the bird "Topgallant" in all sorts of places, from the quiet farms of Nova Scotia to the bustling harbor of this city are recounted in a manner destined to increase the interest of youngsters everywhere in the migrations of these graceful birds. The thirty-five wash drawings by Lynd Ward add much to the atmosphere and the beauty of the book. A. W. C.

SHIP'S PARROT

By Honoré Morrow and William J. Swartman,
R.N.R. and Master Mariner

Illustrated by Gordon Grant

Wm. Morrow & Co. Price \$2.00

A grey and red parrot that could speak Arabic and English is the hero of this tale. David Pendyn, who went aboard the Cornish brig "North Star" as cabin boy, brought the parrot, Robert, with him. Captain Swartman told the tale to Mrs. Morrow who has delighted many American children with her previous tale, "Ship's Monkey." The parrot discovers a sinister castaway and plays an important role in helping David to rescue a little American girl from a palace on the Bosphorus. Altogether a gay and amusing adventure story.

HARD ALEE!

By Nora Benjamin.

Random House Price: \$2.00

Four very likeable children find themselves on a sailing cruise, free of adult supervision, and thirsting for adventure. This they find, in good measure, aboard the "Duckling", including everything from being caught in a violent squall and going aground, to blowing out a sail and running into a school of whales. This is a happy story with a background of blue sky and sparkling water. Any youthful sailor will enjoy this modern story of resourceful boys and girls applying the principles of good seamanship and good sportsmanship.

M. D. C.

BLIGH AND THE BOUNTY

with preface and Illustrations
by Lawrence Irving

E. P. Dutton & Co. Price: \$2.50

For the man who likes his sea adventures complete with lots of Latitude and Longitude, this is the right book. It is the narrative compiled by Captain Bligh from his Log and Journal first published in 1792. This account shows him at his best as a born navigator and cartographer. Moreover, it is an excellent yarn of the South Seas.

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