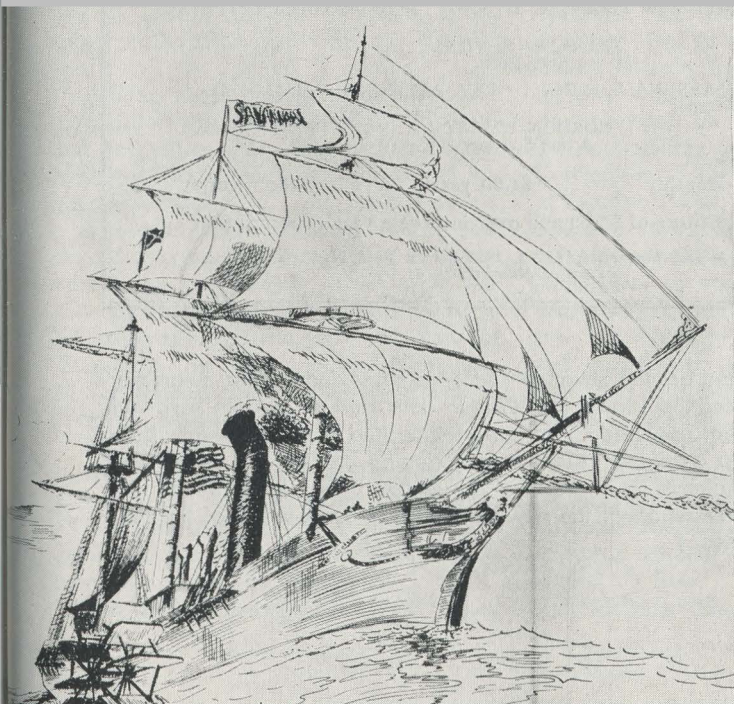


The LOOKOUT

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THE PIONEERING SAVANNAHS: left, America's first steam-powered deep-water merchant vessel (1819); above, America's first nuclear cargo carrier (1959).

SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK

OCTOBER 1959



THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore center for merchant seamen who are between ships in this great port. The largest organization of its kind in the world, the Institute combines the services of a modern hotel with a wide range of educational, medical, religious and recreational facilities needed by a profession that cannot share fully the important advantages of home and community life.

The Institute is partially self-supporting, the nature of its work requiring assistance from the public to provide the personal and social services that distinguish it from a waterfront boarding house and give the Institute its real value for seamen of all nations and all faiths who are away from home in New York.

A tribute to the service it has performed during the past century is its growth from a floating chapel in 1844 to the thirteen-story building at 25 South Street known to merchant seamen the world around.



The LOOKOUT

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OCTOBER, 1959

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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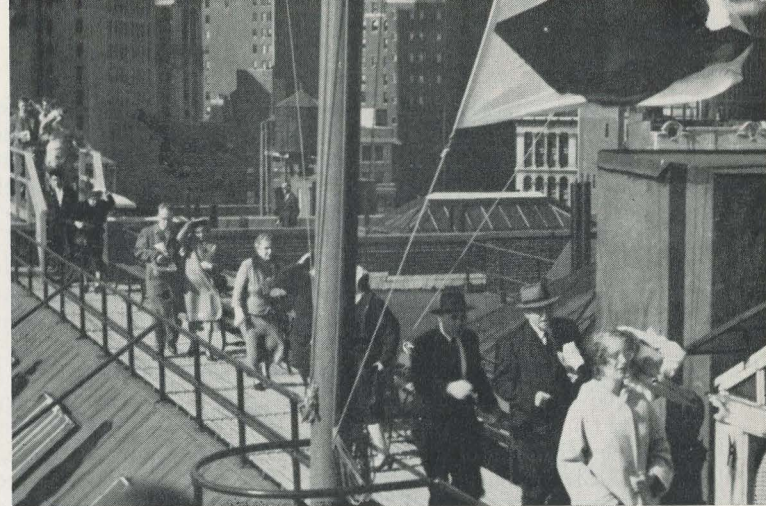
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THE COVER: Contrasted are the *Savannah*, America's first deep-water, steam merchant ship, which crossed the Atlantic in 1819 in 29 days, and the modern *Savannah*, the country's first nuclear powered cargo carrier, launched in 1959, and now being outfitted. The new ship displaces 21,000 tons as against 380 for the older vessel. It will make the Atlantic crossing in six days. The sketch of the old *Savannah* is by F. O. Braynard. The rendering of the new *Savannah* is by courtesy of the New York Shipbuilding Company.

Visitors walk on Institute roof beneath flags which spell out "Welcome!"



They Came—They Saw

Institute OPEN HOUSE Attracts Many Visitors

OVER 600 visitors responded to the invitation extended by the Institute for its OPEN HOUSE program, taking place on the afternoon of Sunday, October 18.

Among those present were many well acquainted with the work of the Institute, but for others this was the first contact with the world's largest shore center for merchant seamen.

Volunteers and members of the staff served as guides. Beginning at 1:30 and continuing until 3:30, parties were dispatched from the lobby on tours taking in all major facilities and activities, from the Chapel of Our Saviour on the lobby floor to the Titanic Lighthouse on the roof, fourteen floors up.

Following the tours, a capacity audience gathered in the Auditorium for a speaking program and for a showing of the film "Full Speed Ahead", a documentary describing America's first nuclear-powered merchant vessel, the *Savannah*.

The Rev. Raymond S. Hall, D.D.,

Director of the Institute, presided at the Auditorium meeting and introduced the speakers. The first was the Rev. M. Richard MacDonald, Rector of Grace-St. Luke's Church, Memphis, Tenn., who in his own words is now known throughout the Episcopal Church as "the bottle man". The explanation goes back to the General Convention of the Church held in Miami in October, 1958. Represented there by a booth and a display, the Seamen's Church Institute invited lay persons to write down the names of their rectors on message forms which would be enclosed in bottles and cast adrift in the Atlantic. The first such message to be picked up would entitle the clergyman whose name was enclosed to a week's stay in New York as guest of the Institute.

Mr. MacDonald's name was "bottled" by parishioner Mrs. Agnes White. The container enclosing his name was picked up by a resident of the Azores, Tomaz Pereira da Rosa.

Speaking of his impressions of the In-

stitute, Mr. MacDonald said in part:

"Nothing has interested me so much in so short a time. The Institute is an outstanding example of Christianity at work. At the center is the influence of the Chapel, from which all else emanates. The spirit of Christ is overwhelming."

Franklin E. Vilas, who as president of the Board of Managers, lays the course of the Institute, took his theme from the film depicting the atom-powered *Savannah*. The American merchant marine, he said, and indeed the whole nation, stands at the beginning of a new era. The Institute has been studying ways and means of adapting itself to new conditions.

"In the past few years," he said, "great changes have taken place in the Port of New York. Many vessels formerly docking in lower Manhattan now find berths elsewhere. We have already instituted bus service from Port Newark two evenings a week, and we may find it advisable to establish branches, so as to bring the work of the Institute close to the ships."

Mr. Vilas also commented on the plans

being developed by the City for extensive housing facilities in the Battery neighborhood. The Institute, he said, is following the situation closely and will be prepared for whatever changes may take place. But the heart of all future planning, he affirmed, would be in a personal ministry to seamen, with "more emphasis on the spiritual rather than secular services."

A tea and reception in the colorful rooms of the International Club brought together Open House visitors, and gave a visual demonstration of one of the important agencies by which the Institute meets the needs of merchant seamen far away from their home ports.

The Open House program closed with a service in the Chapel of Our Saviour, with the Rev. John M. Mulligan, Rector of All Angels' Church, New York, and clerical vice-president of the Board of Managers, officiating. Mr. Mulligan's sermon was so impressive in its accurate statements of the Institute's goals and purposes that it is reproduced in full on following pages of THE LOOKOUT.

At Open House: Standing, left to right, Franklin E. Vilas, President of the Board of Managers; the Rev. Raymond S. Hall, D. D., Director. Seated: Mrs. Franklin E. Vilas and the Rev. M. Richard MacDonald.



To visitors, New York's famed East River bridges as seen from the Institute roof are objects of never-ending interest.

A Christmas Light for the Sailor

By Mary Kelly

(At this season of the year when the volunteers of the Women's Council are beginning preparation of boxes to be distributed to seamen away from home on Christmas Day, it is appropriate to reprint Mary Kelly's "A Christmas Light for the Sailor", one of the most effective descriptions ever written of this important phase of the Institute's work. The reprint is by permission of THE CHRISTIAN SCIENCE MONITOR, in which the article first appeared.)

ON Christmas Eve — as on other nights — the light shines bright on top of the 13-story *Seamen's Church Institute* in Lower Manhattan. But there is this difference. Ordinarily its luminous beam can be seen by ships several miles down The Narrows.

But on this night of wondrous events, the mileage is inconceivably multiplied. The light casts its glow thousands of miles.

It shines, for example, in the mess hall of a freighter at Deep Freeze, on the East coast of Africa, and in a tropical harbor — wherever a man may be found opening a tissue-paper-wrapped package from the Christmas Room of the institute. Then it is that the seaman's thoughts turn to the friendly old building at 25 South Street, with the Brooklyn skyline across the water and the solid outlines of the Statue of Liberty not far away.

Then it is that the beacon in the Titanic Memorial Tower of the Seamen's Church Institute shines directly for him as if from some infinitely unrolling stream of light.

This year there will be approximately 5,000 such Christmases for the men at sea in various parts of the world. Although the happiness of opening gifts is shared with other crew members, each of whom gets a package, Christmas is always an individual experience.

"Oh! That I could find the proper words to thank you," wrote a seaman last December 25. "When I opened my package I realized I was not 6,000 miles away from home but on this day I had a part in everyone's Christmas."

"Each man had at his place," another related, "a Christmas package. The day suddenly meant a great deal more than routine watches. It really had a meaning.

Here was the evidence, gifts from unknown persons given only in the spirit of good will."

A third wrote: "Last night Pere Noel came down the smokestack while we were all asleep and left for us a sparkling Christmas tree with presents for everyone on the ship."

Letters such as this make the knitting needles fly the faster for months in advance of Christmas each year. Eleven hundred women in all states have been making gifts that have gone into this year's packages for the men at sea.

"Oh, I knit about 102 pairs of socks a year," said one contributor. "I knit running upstairs and down, here a minute, there a minute."

The Christmas Room on the fifth floor of the Institute, with its shapely green cutouts of Christmas trees, its decorations of bells, little reindeer, blown-up photographs of smiling seafaring recipients — and the tastefully wrapped boxes stacked in the corner — is headquarters for the Women's Council from fall until Christmas.

The holiday volunteers come regularly, some of them traveling long distances in order to take part in the wrapping and ribboning. One woman was a retired schoolteacher who was enthusiastic about the good will generated in such a project. Another participant was a woman whose husband had been a merchant seaman. She wanted to carry on a kind of work she felt would mean something to him. Another regular, frankly an octogenarian, was filling an attractive square box with candy.

"We'll need some more candy for this box," she called out, an "order" which

someone promptly filled.

"We try to keep up a standard in everything we send," said Mrs. George T. Chapman, executive secretary of the council. "We feel that is part of the Christmas spirit. This year we included in each package: knitted garments (a sweater, scarf and cap, or two pairs of socks), a sewing kit, writing paper and pen, a game, mirror, flashlight with batteries, slippers, a box of hard candy, and a book.

"One of the boys told me the sewing kit was the handiest thing he had ever received."

There was the soft swish of tissue paper being methodically folded, and chosen in variety to enhance that first thrill when the package is opened.

Sometimes a man at sea wouldn't have known it was Christmas but for one of these boxes, Mrs. Chapman learned from her conversations with the ship visitor who represents the organization on board.

Once there was a man who didn't open his box. All around him sat his newly cheered companions of the crew — about 50 men. The first mate noticed that the man sat quietly, watching the others.

"Why don't you open your box?" he asked.

Perhaps many a little boy and girl, and many a young grown-up too, will understand the man's answer.

"I've never had a Christmas present before," he confided, "and I didn't want it to be over so soon."



Left to right: Mrs. Jack Keating, Work Room supervisor; Dr. R. T. Foust, Director of Special Services; Mrs. Thorne Lanier, Chairman of the Women's Council.



Gifts are packed in the Christmas Work Room.

The World of Ships

BEWARE THE ALBATROSS

A centuries-old seaman's tale tells of the good luck a vessel will meet if an albatross flies along beside it. The bird's deserting the ship, however, is a sign of imminent danger, and caging an albatross below decks is said to be asking for trouble.

The crew of the *Calpean Star* didn't think about this when a cargo of birds and animals was brought aboard in the Antarctic. But among the birds was an albatross, and subsequent events held true to the old superstition.

The ship's main generator broke down, the heating and hot water systems failed, and for three weeks candles provided the only illumination. Off Gibraltar, the owners ordered the ship to sail on to Oslo, but the men complained because their pay was already two months in arrears.

Then came the dreadful news from below decks: The albatross had died in its cage.

When the 62-man crew went on strike in Liverpool, members of their union and the board of trade decided to investigate. The ship's skipper, however, pointed to the history of the albatross, saying he would never again have the courage to sail with one aboard his ship.

FAITH IN THE FUTURE

America's faith in the future of its waterborne transportation is shown in the large expenditures planned for the continued development of port facilities. In the period 1946-1957 a total of over \$1 billion was spent for this purpose. For the period 1956-1970 an added \$655 millions will be expended for new construction, modernization, and rehabilitation of general cargo port facilities on the Ocean coasts, the Great Lakes, and the Inland waterways. Five hundred and sixty-four new general cargo berths are contemplated, including

369 on the Ocean coasts, 60 on the Great Lakes, and 235 for barge traffic on Inland waterways. Of the Ocean total, 129 berths will be located on the Pacific Coast.

ABOUT THE TANKSHIPS

During 1959, deliveries of new tankers to the world fleet are expected to reach an all-time high.

The world tankship capacity has jumped 70 per cent since 1953.

The global tankship fleet at the end of 1958 numbered 3,146 ships, totalling 56,640,700 deadweight tons.

In addition, 803 tankers, or a total of about 28,500,000 deadweight tons, were under construction or on order from shipyards throughout the world.

The biggest company-owned tankship flying the American flag is Sun Oil's 50,000-ton *Pennsylvania*, which slid down the ways on October 19, 1959. The vessel boasts a capacity of 17½ million gallons of oil, enough to float the largest battleship.

The atom may loom as the prime source of future power, but at the present time, nothing seems to diminish the world's appetite for oil.

"QUEEN'S" MUSIC TAPED FOR BROADCAST

Geraldo, the well-known British orchestra leader, is making a round-trip in the superliner *Queen Mary* accompanied by his orchestra and two vocalists. During the round-trip crossing the B. B. C. will tape record thirteen half-hour programs for later transmission for their Home and Overseas Services. It is believed that this is the first time a full-scale dance orchestra has crossed the Atlantic to prepare such a series of radio programs. The music taped will be that actually played and sung for passengers as a part of the regular evening entertainment.

TANKERS AS POWER STATIONS

The unusual dry and sunny summer which has prevailed over England and much of Northern Europe has brought difficulties in its train. For example, many of the lakes and streams which feed Norway's hydroelectric stations have dwindled to nothing. To make up for the loss, the Norwegian government has purchased several T-2 tankers and has anchored them in harbors with the current they produce tied into power lines.

SAVANNAH FILM

The first in a series of documentary films about the construction of the N. S. *Savannah* is now available. The highly technical subject of the power plant of the world's first nuclear-powered merchant ship is presented in a dramatic, easily understood 15-minute, 35mm. color film.

The film was shown at the Institute's Open House on Sunday, October 18, and won the applause of an audience which filled the Auditorium to capacity. Titled "Full Speed Ahead", it heralds an energetic development on the part of the United States in further construction of atom-powered vessels.

Information about prints of the film may be obtained from the Maritime Administration or the Atomic Energy Commission, Washington, D. C.

"QUEENS" TO LEAVE THE SEAS

The Cunard Steam-Ship Company has announced that within the next few years it will replace the *Queen Mary* and the *Queen Elizabeth*. The new vessels will be superliners, but lighter and faster than the famous ships

which they will replace.

The 81,237-ton *Queen Mary* made her maiden voyage in 1936. The 83,673-ton *Queen Elizabeth* was completed in 1940, and served her first five years as a troopship.

The *Queen Mary* will be the first to be replaced, but will remain on the North Atlantic run until 1964. The successor to the *Queen Mary* will not be powered by atomic energy, although this may be the case with the vessel which takes the place of the *Queen Elizabeth*.

TO PROBE BENEATH THE OCEAN FLOOR

Strange-looking newcomer to the Pacific Coast is the ship *Cuss*, from which scientists will probe the ocean depths and bore through the earth's crust. Outstanding feature is the 98-foot drill rig. At present the vessel is being used for oil exploration. Later it will be employed to get samples of marine life at all levels and to find out what the interior of the earth is made of.

DOGFISH DINNERS

The Patent and Process Development Corp. of Washington has announced its intention to fight legislation now before the House Merchant Marine and Fisheries Committee aimed at ridding Pacific Coast waters of the hated dogfish.

According to *Marine News*, the Seattle firm claims to have perfected a canning process which turns the tough sea marauder into a delectable treat, rendering the dogfish a useful food-fish and opening up a broad new seafood market.

Dogfish salad, anyone?

California's Treasure Vault

A VAST treasure still rests on the bottom of California's off-shore waters, waiting for the intrepid adventurer and treasure-hunter who has the modern equipment and persistence enough to salvage it from the depths — a prize worth hundreds of thousands of dollars, sunk in one of the West Coast's worst catastrophes.

This rich cache rests in the wreck of the *Brother Jonathan*, far up the northern coast of California, only nine miles from Crescent City. The true story of this enticing hulk is one of California's most dramatic early-day histories.

The old side-wheeler *Brother Jonathan* was known to almost everyone along the coast in her day. On the afternoon of July 28, 1865, she sailed out through San Francisco's Golden Gate en route to Portland and Victoria, with a passenger list of 109 persons and a crew of 54.

The old wooden tub had been in coast-wise service for nearly thirteen years, having been brought around the Horn from the East in 1852 by C. K. Garrison to operate on the San Juan-San Francisco route along with the steamers *Cortez* and *Lewis*. These steamers were run in competition with the Pacific Mail service in the Isthmus trade. At the time of her loss, however, the *Brother Jonathan* was the property of the California Steam Navigation Company.

Two days out of San Francisco the leaky old side-wheeler encountered a terrific sea with its accompanying heavy gale from the northwest. The sea was running mountains high and the steamer was making no headway whatever when her master, Captain S. J. Wolfe, decided to turn back and run for Crescent City to wait until the storm subsided.

The events that followed were set down most graphically by the reports of the few survivors. The steamer suddenly crashed against an unseen pinnacle of the treacherous Seal Rocks with such terrific force that passengers standing about the decks were felled. The engines were quickly

stopped and reversed in an effort to back the ill-fated vessel off the rocks, but she just rolled and wallowed, refusing to budge. Within a few minutes a deep shudder ran from stem to stern as her timbers parted and a portion of her keel came up alongside. The terrific sea and wind slewed her about, so that her bow came into the wind and open sea, and finally worked her off the pinnacle. Her foremast went down through her bottom until the foreyard brought up across decks.

Captain De Wolfe ordered everyone to look out for himself, but said that he would do his best for them under the conditions. Boats were immediately lowered over the craft's sides and were equally quickly swamped. The *Brother Jonathan* had met her doom; she foundered within less than an hour.

On board the *Brother Jonathan* was Brigadier-General George Wright, a passenger. He was last seen tying a life-preserver about his wife's waist as she had refused to enter a lifeboat without her husband. They were lost, together. Another prominent passenger was William Logan, United States Indian agent, who was taking north a large consignment of gold for compensation to the Indians with whom the government had made treaties. Another passenger was the distinguished and colorful Indian fighter General Logan, who had made quite a name for himself during the Cayuse Indian Wars.

It was a strangely assorted fellowship whose names were listed on the *Brother Jonathan's* passenger list. One, whose loss was deeply felt on the entire California coast, was James Nesbit, "old newspaper drudge" of the famed *San Francisco Bulletin*. Nesbit, realizing that there was no chance for escape, calmly sat down on the deck, took out his pencil and paper and began to write. There the aged fingers of the *Bulletin's* ace reporter held the pencil for the last time as he wrote his will, which he carefully folded and placed inside his shirt. His last "assignment" finished and

"handed in" to his tired old heart, he lay back on the wet deck to wait, an act which should ornament the pages of California's history for all time.

Along with these and other notable passengers was a pitiful group of women who represented the darker side of life. They were in the charge of Mrs. J. C. Keenan, a "business woman" engaged in the "oldest profession." Good women and bad, good men and bad sank into the relentless, impersonal sea together. This was one more disaster in which worthy and worthless shared the same terrible fate. After the storm abated, bodies were picked up everywhere along the sandy beaches, many of them never identified.

Among those pulled in from the heavy surf was the body of Mrs. Keenan, whose dead and stiffened fingers were grotesquely ablaze with \$5,000 worth of jewels. These brazen emblems of her "success" were stripped from bloated fingers and sent to her relatives. Also washed up on the shore were the bodies of Brigadier-General Wright, William Logan, and brave old James Nesbit, his watersoaked will still safe against his now quiet old heart.

Only sixteen survivors managed to escape to the safety of the shore. Nothing was left of the vessel itself but the steering wheel, which for many years thereafter hung over the bar in Scovill's saloon.

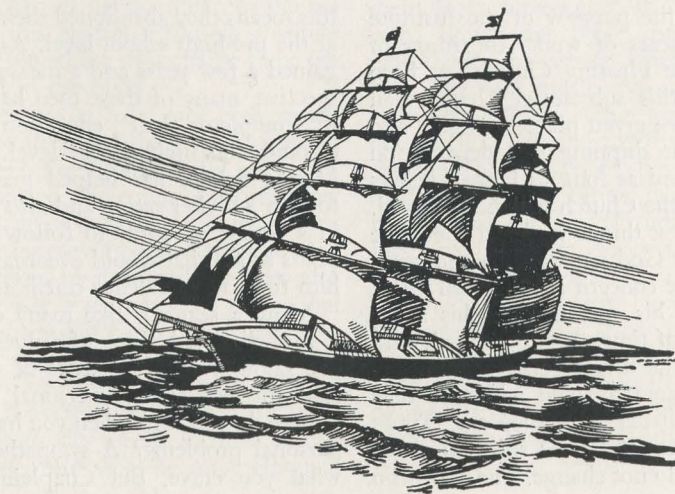
The seafaring folk about Crescent City hold to a traditional estimate of nearly \$1,000,000 for the cargo of the *Brother Jonathan*. More conservative and substantial figures, however, based upon the actual shipping and insurance reports, showed the actual amount of gold and silver carried down with the vessel to be \$335,000.

Several recent attempts to bring this small fortune to the surface have proved unsuccessful because of the great depth of the hulk — 45 fathoms — and lack of exact knowledge of the location of the wreck.

For many years the exact resting place of this rotting sidewheeler remained a secret to all except one man, the son of an eye-witness of the dreadful disaster 94 years ago. His descendants told the author it is nearly a mile and a half from the pinnacle of the Seal Rocks. Her rotting timbers, however, are today strewn about on the sea's floor, and the treasure rests at a distance from the remains of the shattered hulk on a sort of undersea mesa or plateau near where the vessel first went down.

From out of the *Brother Jonathan's* watery tomb in California's offshore waters, the golden treasure still awaits the modern salvor capable of raising it to the light of day.

— HARRY E. RIESEBERG



"I will set His Dominion also in the Sea . . ."

A Sermon Delivered by the Rev. John M. Mulligan

Open House, Seaman's Church Institute of New York

October 18, 1959

THE eighty-ninth psalm is a very long psalm so that it is not often read in our services. But in the twenty-sixth verse, which is just about halfway along, you find these words, "I will set His dominion also in the sea and His right hand in the floods." I submit these words to you as an appropriate text for our thoughts as we mark this occasion in the 125th year of the existence of the Seamen's Church Institute. The business of the Church is to serve the Lord in all places of His dominion. His dominion is in the sea also, therefore this Institute, for 125 years now, has followed the call to minister to those who go down to the sea in ships and conduct their business in deep waters.

Yes, times have changed and methods have changed over these years. Crimping, shanghaiing, and general exploitation, so markedly in the purview of the Institute in its early years of work, are things of the past. The Floating Church has been replaced by this substantial Chapel. Sail and wind have given place to engine and propeller. But shipping still depends on the seaman and as long as human beings are involved the Church will be involved. One of the first things we learn about the nature of the God we worship and serve is his intimate concern for the welfare of every one of his creatures. As his agent in the world of time, the Church is bound to prosecute the divine concern, ministering in his name to men wherever they are and no matter who they are. Times may change but the basic spiritual needs and hungers do not change. The man who

chooses the sea as a profession is no different in this respect from any other man.

And yet today you hear many people say something like this — But why do you Church people still carry on this work? The American seaman is well paid and well quartered. He is quite prosperous — why don't you turn to something else? Church people know that the American seaman is well paid — actually he is better paid than the great majority of clergy in the Church. But relative prosperity does not solve any man's problems.

Men choose the sea for a variety of reasons. For some it is an escape and they are just as immature as you were in those moments in your young life when you dreamed of running away to sea to get away from what you then thought was something unbearable. But for many men this means they abandoned their education at the pre-high school level. As they have gained a few years and a measure of perspective, many of these men have wanted to complete their education at least through the high school level. Here the Marine School has helped many a man to earn a higher rating and also guide him in a course of study to follow in his off hours at sea that would eventually qualify him for an equivalency certificate.

Many a seaman, like many of us, has a very distorted sense of values. And as you know a distorted sense of values can lead to very serious personal problems. Where do you turn when you have serious personal problems? A sympathetic ear is what you crave. But Chaplains are not

carried on ships. It means a great deal to seamen to know that in this Church Institute is a very competent staff of able and well-trained chaplains ready to work with any man at any hour of the day or night. If a man has a distorted sense of values, under whose auspices would you wish him to acquire a true sense of values?

Again, many a seaman by his own choice, has cut himself off from the stable ties of family and community. He simply did not want the responsibility involved. But the deliberate avoiding of responsibility produces emotional instability. Who is going to lead him back to a measure of equilibrium? When a man signs on for a voyage he is voluntarily committing himself to confinement for a long period of time. Most commercial shipping is done on relatively small vessels. It is a long stretch between ports and many times it may be as much as thirteen months before the ship ties up in New York again. A sixty or seventy-day world cruise sounds very glamorous to us but I wonder what we would be like after thirteen months on a small cargo vessel? I suspect we would be in need of every single service this Institute offers and would need most of all the competence of the Chaplains. "God so loved the world that he gave his only begotten Son that whosoever believeth in Him should not perish." The business of the Church is with the whole man and there is great need for the ministry of restoration and reconciliation and redemption. "He has set his dominion in the sea also" and this Seamen's Church Institute takes it as something of a charge to be his right hand in the flood.

I wonder if you have ever been struck by the close affinity of the Christian gospel and the sea? The first disciples were men who conducted their business in ships. The great missionary made much of his missionary journeys by sea and experienced its perils even to shipwreck. But he also found a ready acceptance for the gospel among seamen and part of the reason for the rapid spread of the gospel through the Roman world was because so many of the early converts were seamen. In these days of electronics we are inclined to forget that men are still the most eloquent

channel of communication. As it was in ancient days, shipping is still a very vital means of communication. The Port of New York is, as you know, a major port of call for thousands of ships of foreign registry each year carrying crews of foreign nations. Most of these ships do not stay in the port for any periods of long duration. But as you have all seen, a goodly portion of the emphasis of the program here is directed to these foreign seamen. And someone might well ask, "Why bother about these foreigners when you know they are not going to be here very long?"

I would remind you that these men do not come to our shores in the capacity of heads of state of foreign governments. No fireboats meet them in the harbor, there are no ticker tape parades, no receptions at City Hall and Waldorf Astoria luncheons. But these men do represent in a vital way foreign governments. They communicate when they get home. Some of them come from Iron Curtain countries. Do you think it is important that they be well received here, that they be shown the sights of our city, that they be hospitably entertained, that the hand of friendship be extended to them? These are men away from home and family; normally they have little money when they land here. Would you not want them taken in hand, so to speak, by that which represents the best we have to offer? We boast greatly of the advantages of democracy. Would you hide them from foreigners? It seems to us a valid thing that these men experience Christianity in action when they come here. We hear much of world peace and friendship. What better way is there to demonstrate our sincerity than by demonstrating Christian fellowship and concern; to demonstrate to others that we actually believe that the second commandment is like unto the first. International understanding and good will are not mere slogans or pious words. Here in the Institute we strive to put across to our brothers from out of town or across the sea the fundamental principle that lies at the core of the Christian gospel and our national philosophy; that America under God is a land of freedom, opportunity and brother-

hood and that our people, comprising many races, faiths and national origins, can and do live together in peace and harmony as they respect each others' beliefs and opinions under the sovereignty of one Almighty Father.

The Christian Gospel demands sacrifice and service in prosecuting the great ministry of reconciliation. Recognizing unreservedly that no man is an exile in his

Father's house this Seamen's Church Institute for 125 years has sought to serve from the viewpoint of the Christian gospel, those who go down to the sea in ships and conduct their business in deep waters. And from the same viewpoint it will continue to do so to the best of its ability as long as it remains true that "He has set his dominion in the sea also and His right hand in the floods."

MARY MARTIN THEATRE BENEFIT — A REMINDER

A few seats in the \$30 section are still available for the benefit performance of "The Sound of Music", the new Mary Martin musical, to be given Tuesday, December 8, at the Lunt-Fontanne Theatre. This is your chance to enjoy that latest Rodgers-Hammerstein masterpiece, and at the same time help the Seamen's Church Institute.

Performances of "The Sound of Music" are evoking rave notices, and it is predicted that the musical is headed for a run of "South Pacific" or "My Fair Lady" proportions.

Reservations may still be made through Clifford D. Mallory, Jr., Benefit Chairman, 25 South Street, New York 4, New York.

A pre-theatre reception will be held at the New York Yacht Club, 37 W. 44th Street at 6:45 p.m., Tuesday, Dec. 8. This event is in celebration of the 125th Anniversary of the founding of the Institute.

New Publication Schedule for THE LOOKOUT

Beginning with this October number, THE LOOKOUT will be published on a bi-monthly basis.

The subscription price will remain at \$1, and those who contribute \$5 to the Institute will receive the publication without charge.

Present subscribers will receive a total of twelve issues, fulfilling the subscription contract.

THE LOOKOUT portrays the meaning of life on the sea and the selfless service rendered by the Seamen's Church Institute and its loyal supporters.

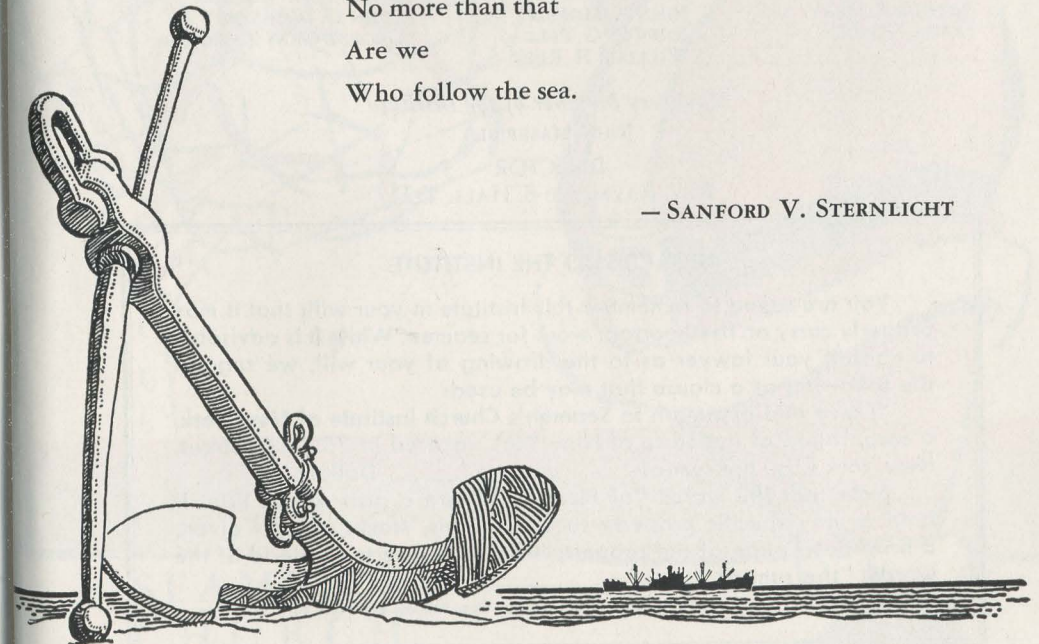
REFLECTIONS AT SEA

The light brown haze that flees the stacks
And hangs forlornly in the still, abandoned air.
No more than that.

The soft, white spray, still-born from the timeless sea,
That grazes hand and face, and merges with the fast
departing mist.
No more than that.
No more than that.

The muffled croak of an unseen gull, lost in the endless fog.
No more than that
Are we
Who follow the sea.

— SANFORD V. STERNLICHT



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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 suggest 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."

Contributions and bequests to the Institute are exempt from Federal and New York State Tax.