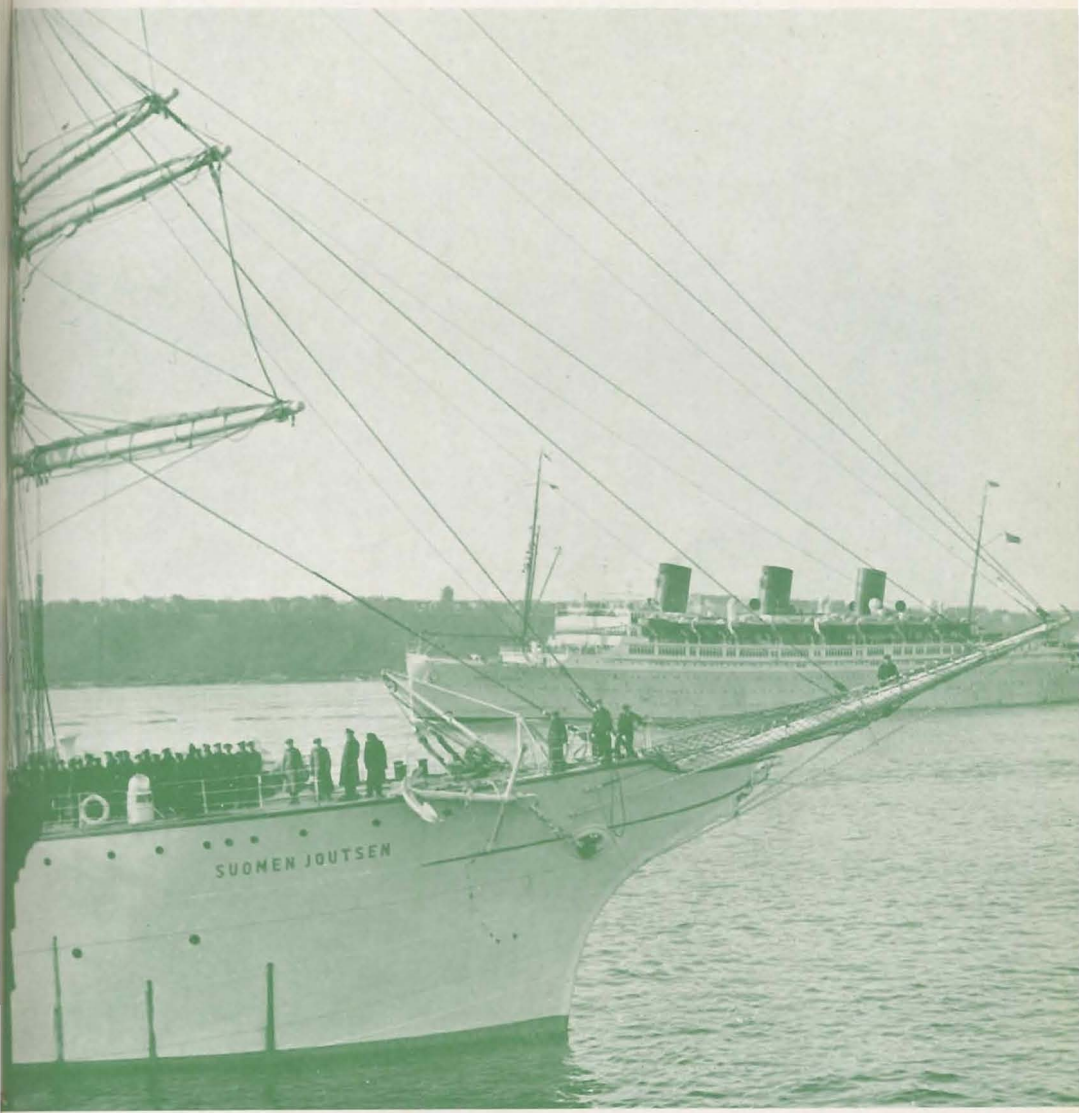
THE LOOKOUT



SHIPS: PAST AND PRESENT.

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXVIII NO. 7 JULY, 1937

THIS MONTH'S COVER SHOWS the *Suomen Joutsen*, first Finnish naval vessel ever to visit the United States, in the foreground, and the Furness-Bermuda liner *Queen of Bermuda* in the background, making a picturesque contrast. The 316-foot square-rigged frigate is making a six months' training cruise, making the entire trip under sail, except on entering and leaving port when she uses her Diesel engines. Aboard her are 22 cadets, 36 officers and 99 members of the crew. Photograph taken in New York harbor by International News Photos.

The
LOOKOUT

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Ships: "Past and Present"

She lies at anchor in the bay:
"O how romantic!" people say
Of this proud glory of the past,
And of her lore, "Afore the Mast."
Her bow points North, South, East,
now West,
As tide doth swing her while at rest.
Her graceful lines, her furled sail,
Could tell of riding many a gale!
She gently rolls in calm repose,
From morning's dawn to evening's close,
Until 'tis time to heave her anchor
To weather out another "spanker!"

Then giant "Queen Mary" enters port!
And passes by this ship — "old sort:"
Yet, in her glory and renown,
She sees! She smiles! — though wearing crown!
With loud, deep blast she sings "Hallo!"
To her past "sister of the blow."
Said she, "I owe my life to thee,
O worthy Ancient of the Sea!
Forth from thy form the skill of man
Has ever narrowed ocean's span."

By SAMUEL E. MARTIN

The Lookout

VOL. XXVIII JULY, 1937 NO. 7

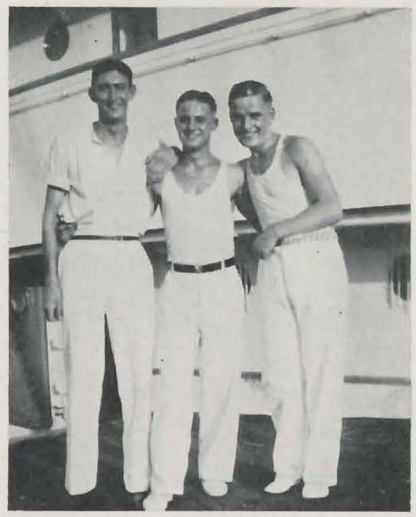
Should Mothers Send Their Sons to Sea?

By Captain Felix Riesenberg*

I HAVE three sons. My second son, Bill, made his first cruise with me at the age of 8 at which time I also had along my eldest son Felix, Jr., aged 10. Mothers will understand that my wife was not at all enthusiastic when I proposed dragging these children off to sea. I do not advocate that mothers send their sons to sea at the age of 8, or even at the advanced age of 10. But let's see what happened.

Sailing a ship is a task in itself. In order to have my infants safe at night, I placed them in the wide skipper's berth. The youngsters were kept awake by the rolling of the ship, the slapping of the sails, the noises of the sea. They then began to kick each other and yell. I called for the ship's carpenter. Chips, a grin on his face, cut a ten-inch plank to fit diagonally across the bunk. We unceremoniously stowed each lad in his own triangle, one head forward, and the other head aft, whereupon they fell asleep.

Having solved the bunking problem I was astonished a few days afterwards to find both of them out on the t'gallant yardarm, 120 feet above the deck. "How long has this been going on?" I asked the Officer of the Watch. He smiled and said "I don't know, sir. I found them there when I took over the deck." I looked up, they waved at me and I thought, what can I do? They were completely masters of the situation? I never again bothered as to their safety.



A Trio of Youthful Ship Apprentices.

The eldest boy left college in his sophomore year and put in two years before the mast at sea, going on voyages to South Africa, South America, Europe and the West Coast. He is now shipping editor of the San Francisco News. The second lad, following a second cruise on the Schoolship, "Newport," which was also made by his brother, put in three summers in the engine room of the collier "Craigsmere." On the day of his graduation from high school he enlisted in the U. S. Navy, and he is now a first classman at Annapolis. However, I have said so much about my own boys, thinking a direct personal experience

*Excerpts from a radio broadcast in behalf of the Seamen's Church Institute of New York on Maritime Day, May 22nd, Station WABC, with the kind cooperation of the Columbia Broadcasting Company.

Courtesy. "Syren and Shipping" and Mr. Benjamin Maurice.

might be of interest not only to parents, but to their sons. My youngest boy, Jack, is now 14. He went to sea with me at the age of 11 months and learned to walk on a rolling deck. I have a feeling he too will go to sea.

I did not seriously object when my boys wanted to go to sea because I believe it is one of the finest, healthiest types of careers a boy can pursue, with ample opportunity for advancement. Any lad with a spirit of adventure and who is willing to obey strict rules of ship discipline, can soon become accustomed to sea life and will prefer it to any type of a land job.

In my experience, many boys who are sincere in their desire to go to sea, will go whether or not they have the permission of their parents. So it is better to leave home giving him love and blessing than to adopt the "never-darken-my-door" attitude. I know that Mrs. Janet Roper will agree with me on this. It is wiser to keep the boy's confidence, so that he will write home and keep in touch with his folks.

Unfortunately, it is not easy for a boy to get a job on a ship. At present, the U. S. Government no longer has a recruiting training system where boys can make application for billets on merchant ships. Perhaps the new Maritime Commission may solve this by reviving the great sea training system organized during the war by Mr. Henry Howard. I get hundreds of letters —and I'm told the employment department at the Institute does, also— from boys begging for a chance to go to sea. The apprentice system of training has worked out splendidly on British, Belgian and French ships —and so also has the cadet system on American ships carrying U. S. mails, but it should be expanded to give many American youths an opportunity to get sea experience, particularly on smaller ships — on tankers and cargo carriers.

A boy needs to get away from home when he is about 17 and face some of the realities of life. I'm reminded of the time when my oldest boy had just come ashore from the "S. S. Pennsylvania" on which he was a quartermaster. He was wearing dungarees, and his face had a ruddy tan. We went together to a shoe store, and the clerk asked him if he had been to sea. Felix said "Yes," and the clerk said: "I used to be a cadet on the old 'Pacific Mail.'" "When was that?" asked my son. "Forty years ago," replied the clerk, "and I loved it. I can't forget it." "Why did you quit the sea?" we asked. "My parents objected," was the reply. Now that's what I call a tragedy when a perfectly good sailor wasted forty years of his life fitting shoes to people while in his heart he longed to be at sea.

I remember, a few years ago, a boy came in to see me. He was a

(*Continued on Page* 11)

*Hospitality for Shipwrecked Crews**

MONGE, a black Newfoundland dog, and the twenty-three members of the crew of the fishing schooner Pauline E. Lohnes, which during a fog on the Grand Banks last Thursday was sunk by the Belgian steamship Jean Jadot, were landed yesterday morning when the steamship docked at the India Wharf at the foot of North Pier Street, Brooklyn.

Captain Michael Angot of the schooner, which hailed from Jersey Harbor, Newfoundland, bemoaned the loss of his ship, his charts, his sextant and all his personal belongings. With no ship and no codfishing supplies, he said, he and the crew would be "destitute." Nevertheless, he added, patting Monge on the neck, "I wouldn't take $50 for him. He's the best dog in the world."

Dog Last Off Ship

Monge was the last to leave the sinking schooner. He owed his life to his ability to swim in the cold water of the Grand Banks. Eight years old, the dog has spent the last seven years sailing with the Newfoundland fishing fleet. His master had taught him to retrieve sea birds. As soon as Monge caught sight of the bird Captain Angot had shot he plunged overboard, swam to the bird, grasped it in his mouth and swam back to the ship, where he would put his paws in a bite (the noose of a rope) and be hauled aboard.

In the excitement of the schooner sinking—it sank in five or six minutes —Monge was forgotten and was not taken off in one of the fishing dories. He merely gave a bark, jumped over the side of the schooner and swam to the steamship.

Last night at the *Seamen's Institute, 25 South Street,* **where the crew were fed, clothed and sheltered, no one had the heart to separate Monge from the master. Rules were broken and the dog was allowed in the bedroom with Captain Angot. Today the crew expects to take him in a bus with them to Boston, where they will board a ship for Newfoundland.

Captain Michael Angot and his dog "Monge"

Captain Angot said that the Pauline E. Lohnes had been fishing four days on the Grand Banks and had caught about 200 candles of cod. (A candle, he explained, was a measure of weight—224 pounds.) A heavy fog settled over the schooner and the six dories which were fishing near by, Captain Angot continued. The whistle of the steamship was heard. Captain Angot replied by firing two warning cannon, and then suddenly the steamship loomed out of the fog and bore down on the little fishing boat, striking it amidship. The dories came to the mother ship and took off the eleven men on board. Captain Angot said that the Pauline E. Lohnes now lies in forty fathoms of water.

Togged out in motley clothes, the crew last night said they felt much better after a shave and a shower removing from themselves the smell of codfish. They were at a loss to know what they will do for the rest of the fishing season, which lasts roughly from the end of February to the first of October.

*Reprinted from The New York Times, Tuesday, June 22, 1937.

**The Institute has always extended hospitality to shipwrecked seamen, cooperating with the consuls and steamship companies. Contributions to the Blue Anchor Society (a unit of the Central Council of Associations of the Seamen's Church Institute of New York) are used exclusively for this purpose. The shipwrecked men attended the movies in the Institute's auditorium, several of them had never seen a talking picture before.

Training Boys for Seafaring Careers

By Captain Robert Huntington

EDITOR'S NOTE:
That hardy perennial, the question of training boys in sailing ships versus in steamships, as qualification for the merchant marine, has cropped up again — this time in the form of an article by Captain Robert Huntington, principal of the Institute's Merchant Marine School. Surprisingly enough, the good Captain, who is as salty an old shellback as you would want to meet, does not take the side of those who hold forth on the superior advantages of training under sail, but rather he favors training for boys aboard steamships. Captain Huntington writes:

Captain Huntington Instructs Boys in Life-Boat Handling.

"I WAS once a die-hard. I served from boy to Master on square-rigged deep-water ships and when I was appointed second mate on a steam vessel after the Spanish War I soon learned that all my sea knowledge was not the right kind of seamanship. I learned, for instance, that seamen on steam vessels need not be qualified to hand, reef and steer. They could not distinguish clew garnets from bunt gaskets or the cro'jkyard from the main skys'l. But I soon found out that there were other things to know besides patching sails. All those things which had been so necessary on a sailing ship, and which had taken such a long time to learn, were useless on freighter or passenger steamships.

"Since the sailing ships will never come back and since training boys on them is not teaching the things they need to know to become able-bodied seamen and capable steamship officers, I therefore differ with my good friends, Captain Alan Villiers and Captain Felix Riesenberg, who advocate training on sailing ships. Their strongest argument in favor of such training is that it makes the boys better disciplined. How well I know that. Discipline—you bet! I remember when back talk or silent contempt were rewarded with belayin' pin soup and hard knuckles. Nevertheless I maintain that the old saying about wooden ships and iron men now being replaced by iron ships and wooden men is not based on present facts. On a steamship there are as many spars (cargo-booms) to handle as there were on a square-rigger, and heavy hatches and lines to handle, and heavy mooring lines, and frequently, because of the short run between ports, with about half of the number of AB's to do this work. In rigging up these booms and getting off hatches and getting a ship of about 15,000 tons ready to receive or discharge cargo there is team work — and discipline — required. Boys must learn such teamwork, especially in rigging and in lifting a weight of from 10 to 60 tons. There should be a reasonable number of young American boys carried on every steam vessel and I sincerely believe that they will learn how to become as fit and disciplined and as capable for the merchant marine service as any lads trained aboard sailing ships.

"No one disputes the point that for the safety of life at sea and for the expansion of our Merchant Marine, it is necessary to have well-trained crews. Here in New York I have succeeded in getting the co-operation of Captain R. B. Drew, owner of the steam yacht, "North Star" and he lends me this vessel every Saturday so that I may take cadets and students in the Institute's Merchant Marine School out on trips around New York harbor, giving them practical lessons in seamanship, navigation, marine engineering, etc. All such experience is readily transferred to big passenger steamships which they will be working on later, after their training is completed.

"When we travel by airplane, by automobile, or by ship, we must accept, at the outset, certain hazards that cannot be eliminated by mechanical devices but are often caused by the unskilled personnel that is operating. When there is danger of loss of life on ships at sea, safety of all on board depends on a well-trained, well-disciplined personnel—both licensed and unlicensed. Experienced mariners have often said: 'There is greater safety at sea on a poor ship with a good crew than on a good ship with a poor crew.' We must train our seamen not only to operate the various appliances and life-boat equipment but also how to act in times of disaster if the safety apparatus fails to work."

Blood Transfusions

A NUMBER of able-bodied seamen are on various hospital lists as blood donors. The healthy outdoor life at sea makes them in demand. The usual fee paid for about a pint of good red blood of the required type is $35.00, or $7.00 for 100 cubic centimeters. In many instances, the seamen give their blood without charge, particularly if the patient requiring the blood is a child or a fellow-seaman. Just recently, when a striker and a non-striker came to blows, a transfusion was necessary for the striker who got the worst of the battle. His opponent's blood was tested, but it was not the right type. Word went around the waterfront and within a very short time three seamen with the right type of blood rushed over to Broad Street Hospital to offer it for the victim. Two of the three men were on the side of the Union officials, and against Curran, but they forgot their differences when the call for help came. A donor must carry a book, issued by the Blood Transfusion Betterment Association, which lists him, his type, etc. and where he can be reached (the Institute). Only one transfusion is permitted every five weeks. Since seamen are not always available when a hospital calls them, they do not average more than three or four transfusions a year. They must, of course, be in perfect health, weigh at least 160 pounds, and be between 20 and 35 years of age. Charles Roberts, oiler, one of the most frequently called seaman-donors because he is a universal type (that is, in emergencies his blood can be used for Types 1, 2, 3 and 4) has given his blood to save the lives of Negroes, Chinese, Japanese, Hebrew and Anglo-Saxon, men, women and children. He started during the depression and was just about to give it up, when the strike prevented his shipping out, so he is still registered on the active list of blood donors. He often offers more of his blood than the hospital contracts for, and says that he never feels any bad after-effects. As soon as the transfusion is over he walks out and orders a double order of liver and bacon.

"Captains Courageous": Scene of the Story

Spencer Tracy, Freddie Bartholomew and Lionel Barrymore in a scene from M-G-M's film: "Captains Courageous"

Photographs courtesy of Metro-Goldwyn-Mayer and Coronet Magazine.

ONE of the most admirable points about M-G-M's new sea picture, "Captains Courageous" (based on Rudyard Kipling's fine tale) is the poetic photography of schooners spanking along under full sail, of dories being lowered into a running sea. The human portraits of the Gloucester fishermen with their quiet heroism and their stern code of decency are unforgetable. Able seamanship and a calm acceptance of the work at hand are the two ruling standards of conduct for these gallant men.

The most touching scene in the picture was the Memorial Service held at the Gloucester Fishermen's Institute for those who had lost their lives at sea. This annual custom of scattering flowers over the waves in memory of loved ones is eminently fitting and beautiful.

Here at the Institute we pay tribute to the memory of brave seamen who have been lost in the line of duty by bronze memorial plaques mounted on doors and walls of rooms and lobbies — thus commemorating in a practical way these "toilers of the sea."

For example, there is a tablet in memory of the two seamen, Uno Wirtenen and Fritz Steger, of the crew of the S.S. Roosevelt who lost their lives in the rescue of the S.S. Antinoe, and this tablet is on a seamen's bedroom.

There is an officer's room given "in appreciation of Captains and Crews with whom I have so often crossed the Atlantic—Given by James Marwick".

There is a room given "In Memory of Captain Theodore Cook For Many Years Commodore of the Cunard Fleet," and another "In memory of Captain Edward J. Smith, R.N.R., who lost his life while in command of the S.S. Titanic, April 15, 1912. He sailed the sea for forty years Faithful in duty, Friendly in spirit, Firm in command, Fearless in disaster. He saved the women and children and went down with his ship. — Given by F.R.A."

We earnestly hope that some of our friends will want to select memorials, with bronze tablets inscribed according to the donor's wishes. And whether you reserve a chapel chair for $30.00 or an officer's room for $1,000. you will have the satisfaction of knowing that your memorial is serving a useful purpose in behalf of our merchant seamen.

For further information in regard to selecting Memorials write to: The Rev. Harold H. Kelley, Superintendent.
SEAMEN'S CHURCH INSTITUTE OF NEW YORK • 25 South Street, New York, N. Y.

A Year-Round Welcome to Seafarers

By the Reverend Harold H. Kelley

Address at the Convention of the Diocese of New York, May 11, 1937
When presenting 102*d Annual Report* (*Lookout, April* 1937)

MR. CHAIRMAN and Gentlemen of the Convention:

First let me express the appreciation of the Seamen's Church Institute of New York to this Convention and to the congregations of the Diocese of New York for their generous interest in, and contributions toward, our work, particularly through the Nation-wide Campaign Fund.

An old prayer for seamen asks protection "from the perils of the deep and the dangers of the shore." If the prayer meant the shore-line with its rocks, this is out-hazarded for seamen by the street-lines, by the conditions ashore to which he is normally subjected.

Seamen are actually safest at sea. Relatively few are lost by shipwreck, health is well protected, particularly in this day of radio-medico service inaugurated in the infancy of radio by the Seamen's Church Institute of New York. Seamen do not drink much while at sea, nor are temptations great. Seamen have their regular duties at sea, a fair amount of off-time for reading and recreation, food is usually good and working conditions as well as wages are steadily improving. Courageous in emergencies, many heroic acts are credited to them. They are not even "missing" when at sea, for today accurate official records are kept of all crews. On the whole, the romance of a seafaring life, and its attractions is in the sea and in the ships themselves.

Passengers go to sea to get to shore, to reach an objective. Seamen go to sea to take them there, subject to whatever may condition the voyage, and strangers, usually, to all but the fringe of each seaport. Seldom continuing long at one port, seamen are deprived of regular sharing in what constitutes the very fabric of our own existence as landsmen: family life, Church, social gatherings, clubs, lodges, unions and the usual friendships resulting from these. Frequently voteless in these as well as in public affairs, nomads by the nature of their very honorable trade, they easily lose touch with thought and customs ashore, and are ready victims for conscienceless exploiters. This is particularly true if the seaman is "on the beach," that is, out of work. Furthermore, their virility and their wide traveling make them good missionaries for new causes, and thus they are eagerly sought after by extremists of many types, especially agitators for revolutionary changes in our political and economic systems.

In justice to these nomads of the sea, and as an expression of Christian responsibility for our brothers, a chain of shore headquarters, chiefly in the form of Institutes, now girdles the world in all directions. The largest and most comprehensive of these is our own, right here in New York, the second oldest of the Institutions of this Diocese.

Started as a Missionary Society by a group of young clerics and laymen in 1834, it sent missionaries to China, Africa, the middle West and to the "wilds" of New York State, and then discovered a virtually virgin field almost under the eaves of their own churches, the outlandish waterfront of this port. Truly outland it was, for here came foreigners from more countries than the young men could ever have touched with their own field missionaries. And here were Americans too working under conditions of virtual serfdom while on ships. Here were slum conditions worse than those of today's New York which provoked the recent graphic exhibit in our Cathedral. This Society set about to evangelize these seamen, rendered social service to them before that term was coined, and its history presents slum clearing before the citizenry as a whole were awake to its need. For contrast see our present great structure, and then study photographs of the miscellaneous rookeries which it replaced, and the story of neighboring dives closed by the heroic Chaplains, particularly my immediate predecessor, Dr. Mansfield. And we are still doing Missionary work and social welfare work in its best and most practical form.

The romance of the sea is at sea, but stark realism, for the seafarer, is staged on shore. Here is his only freedom from rigid and essential discipline. Here perhaps he finds his unions, necessarily officered by veterans long away from the sea, being disrupted by insurgents able to stay ashore. He may find upon his return from a long voyage controversies, strikes, picketing initiated during his absence and himself the victim of intimidation before having an opportunity to learn the foundation facts of the problem. Ashore is "when a feller needs a friend," and we at the Institute, as your representatives, are such friends. Our green Titanic Tower light, and our gleaming white cross stand, like the Red Cross in wartime, for those in need, for the puzzled, the suffering, without prejudice as to nationality, religion or organization membership. Last year two strikes stirred up the waterfront.

Photo by Rudi Rada
The Institute's Cross, Shining "Skyward and Seaward".

That the earlier was almost free from violence, and the second reasonably orderly, was due at least in part to our activities, for nowhere else on the waterfront were as many seamen gathered as at the Institute.

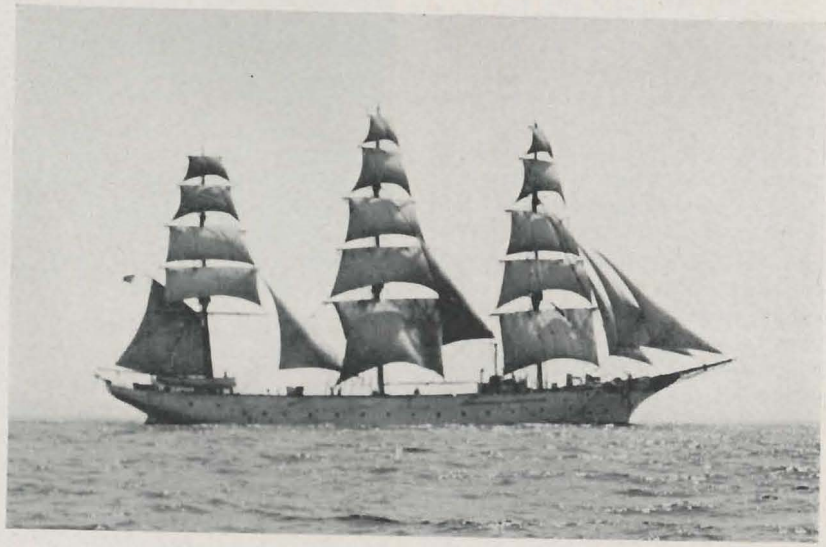
For the future we want to crown the physical slum-clearing with more of the fine personal and spiritual work of the past. There is no reason why seamen should not live as ordinary Christian citizens and win respect for themselves and for their trade. There is an even greater need for harmony with employers than there is in other industries, because transportation is basic, particularly in emergencies. We endeavor in every proper way to promote this harmony.

Let us help you with information about the waterfront, about seamen and their problems. We are glad to have seamen referred to us by the clergy and other citizens. We are on the waterfront to be useful in the Master's name. Our front doors have no locks at all. Just inside is the inviting sign

All Merchant Seamen
Active in their calling,
Sober in their conduct,
Honest in their ways,
Welcome In!

We ask your prayers and gifts.

"The Seven Seas"



CAPTAIN Hans G. Milton of the full-rigged yacht, "Seven Seas," came into *The Lookout* editor's office to add his word to that of Captain Alan Villiers and Captain Felix Riesenberg who favor sea training under sail for American boys instead of under steam.

Captain Milton is perhaps the youngest skipper of a full-rigged ship: he is only 29, and his blonde hair and tanned face make him appear even younger than that. He has been going to sea since he was 14, always in sail. "I read that Captain Villiers and the Seamen's Church Institute of New York receive many letters from boys who are anxious to serve under sail," he said. "I want to say that I am strong for this kind of training, and I will be glad to sign on a few of the right type of boys on the 'Seven Seas.' It is tragic that there are not more sailing ships where boys can have this valuable experience. Experience under steam is, of course, necessary, since these boys will have to earn their living on steamships, but I agree with Captain Villiers when he said that 'sail is the cradle of manhood; it eliminates the unfit; it inculcates discipline of body and mind; it brings out what there is in boys, and shows those who are fit to lead.'"

The "Seven Seas," is owned by Mr. W. S. Gubelman of Convent, N. J. He has had her reconditioned, and rigged with a new suit of sails especially made of Scottish arborath hemp by an old sail-maker in England.

The "Seven Seas" has had an interesting career. She was built in 1912 as a Swedish training ship under the name "Abraham Rydberg" at Stockholm by Bergsund M. V. Atkieb, who also designed her. Her length over all was 168 feet and in 1929 she was lengthened 29 feet. In 1929 she was converted from a training ship to a yacht by Inglis M. Uppercu, and auxiliary power was installed (Diesel engine). When Mr. Uppercu bought her he renamed her the "Seven Seas." She carries a crew of 26. Up until last November she was the only full-rigged yacht under the American flag, but now she has a rival, the "Joseph Conrad."

Should Mothers Send Their Sons to Sea?

(*Continued from page 2*)

fine physical specimen and there was earnestness in his tone. "I want to go to sea, sir," he said. So I gave him a letter to Captain Barker of the full-rigged ship "Tusitala" and he made one trip to Honolulu and then got a job as quartermaster with the American Oil Line and gradually worked up to become chief officer. I have in my pocket now a postcard from that boy telling me that he's going up for his master's license this month — one of the finest, ablest men of America's Merchant Marine — and I know his mother and she should be proud of her son.

I recall the time when I was in command of the "Newport" — a Government training ship for boys —we had strict rules about not allowing visitors on board. But when the crew were ready for graduation I received orders to take the ship up the Hudson as far as Kingston, to attract attention and to recruit another crew, and one of the boys' mothers asked if she might come along. So I let her, and she went ashore at nights and stayed with us during the day and her boy — who had a job on an army transport awaiting him right after graduation —was relieved of most of his duties so that he might be with her. She had come all the way from Oregon to see him. Well, the boy went off on the ship, and some TNT exploded and all hands were lost. This was a tragedy but the chances at sea are no worse than ashore. The boy might have been killed by an automobile on land. In fact, I remember once a boy's sister pleaded with me: "Don't let my brother go ashore, Captain Riesenberg. The sea is safer — in many ways — than the shore. We promised our mother that we wouldn't let Johnny leave the ship."

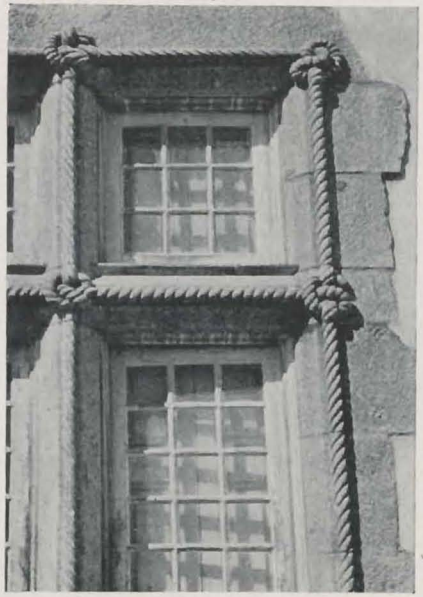
At present, just four States have school ships: New York has the "Empire State"; application should be made to Captain J. H. Tomb, Superintendent, at the Administration office, 80 Center Street, New York City.

Boys who are high school graduates between the ages of 17 and 21, may qualify. Training is for both deck and engine departments.

If a boy lives in New York, and is attending high school, he can take, after school hours, a free course in seamanship which is given by Captain Robert Huntington, principal of the Merchant Marine School at the Institute. This course may be taken in the afternoon or evening, and a boy may thus learn all the rudiments of seamanship. . . . . The average youngster today, after such training, makes a better seaman than the cabin boy who used to sign aboard a sailing vessel in the old days. Many a time they shanghaied greenhorns and landlubbers who, when they were sent aloft, didn't know the first thing about ropes or rigging. A sailor learned through the school of hard knocks, with very little theory. When he crossed the Line, he was shaved by Father Neptune and the crew all joined in the initiation ceremony, and after that he was a sailor. But today, there are all sorts of requirements. For example, in order to become an A. B. (able-bodied seaman) a man must first take and pass a lifeboat test given by the U. S. Steamboat Inspectors, showing that he can handle a lifeboat competently. And a man applying for an officer's license must take a first-aid test, which knowledge may be of use to him in emergencies.

Nowhere in the world today is a youngster more protected by the law and also by his shipmates, than he is in the f'c'sle of an American merchant ship. Whatever we may hear to the contrary, the rank and file before the mast today on our ships, are a decent, hard-working lot of self-respecting men. I know this from personal experience and I would trust my boys with them.

Rope As A Symbol



Courtesy, "Travel" and "Cord Age".

IN the days when sailing ships were symbols of commerce and riches, rope as the symbol of the sailing ship was used in architectural design. How beautifully decorative such use of rope was may be seen in the accompanying illustrations, reprinted here by courtesy of *Travel Magazine,* which reproduced them from photographs by A. Costa. As a border for the window of a building at Thomar the design of a single strand of rope knotted at six points presents an effect which is striking in its simplicity.

More ornate and intricate is the decoration of the window surmounted by the cross. Manueline architecture finds one of its most extravagant manifestations in this window of the church of the Templars at Thomar. By counting carefully, you'll note that there are sixteen pieces of rope and cordage of various thicknesses and strands interwined in the complex design, giving a distinctly marine note to the entire decorative display. A single rope strand runs along the base of the window and close study of the more intricate decoration will reveal ship's tackle, chains, armillary spheres, coral, seawood, shells, the head of an old sailor and two huge rope knots. Through patterns thus smacking of the sea King Emmanuel, after whom Manueline architecture was named, sought to celebrate the achievements of Henry the Navigator.

Seamen's Agencies Conference

The Sixth Annual Conference of the National Group of Seamen's Agencies was held at the Parker House, Boston, Mass., June 8th to 10th. Sea problems were discussed and the guest speakers included Albert T. Gould, Chairman of the Maritime Committee of the Boston Chamber of Commerce and Professor Herbert L. Seward of Yale University. The Rev. H. J. Pearson, Chaplain of the Seamen's Church Institute of New York, was elected Chairman for the coming year.

LEGACIES TO THE INSTITUTE

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

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

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

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SUMMARY OF SERVICES RENDERED TO MERCHANT SEAMEN

BY THE

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

FROM JANUARY 1st TO JUNE 1st, 1937

93,936	Lodgings (including relief beds).
40,241	Pieces of Baggage handled.
240,212	Sales at Luncheonette and Restaurant.
101,924	Sales at News Stand.
7,407	Patronized Barber, Tailor and Laundry.
5,979	Attended **284** Religious Services at Institute and U. S. Marine Hospitals.
661	Cadets and Seamen attended **139** Lectures in Merchant Marine School: **25** new students enrolled.
31,956	Social Service Interviews.
7,749	Relief Loans.
3,283	Individual Seamen received Relief.
23,806	Books and magazines distributed.
1,995	Pieces of clothing, and **512** Knitted Articles distributed.
637	Treated in Dental, Eye, Ear-Nose-Throat & Medical Clinics.
51,025	Attended **72** entertainments, moving pictures, athletic activities, concerts and lectures.
1,801	Attendance in Apprentices' Room.
115	Missing Seamen found.
1,114	Positions secured for Seamen.
$72,098.	Deposited for **1,133** Seamen in Banks; **$9,642.** transmitted to families.
6,712	Attendance in Joseph Conrad Library.
4,382	Telephone Contacts with Seamen.

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

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