

The LOOKOUT

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK



AUGUST, 1960

Editorial

The private citizen, continually besieged by a multitude of welfare organizations for contributions, sometimes becomes bitter about solicitations. Some react by refusing to open their doors to solicitors, others throw un-opened letters into the wastebasket and others loudly protest that it's the job of the federal government to take care of those in need.

To allow the government to take over all the work which is being carried on by our private welfare agencies would not only increase our tax burden but would also be contrary to our "American Way of Life."

From our very beginnings in New England private citizens have banded together to help a neighbor in need—the tradition of being "our brother's keeper" has been and, we hope, will continue to be, a part of our national fabric.

The federal government has become increasingly involved in welfare work in order to cover areas where private agencies, for a variety of reasons, have been unable to do the job. This is commendable "provided," as Herbert Hoover says, "the cloak of welfare is not used as a disguise for Karl Marx." To prevent this, citizens must continue their financial support and take active roles in the management of private welfare agencies.

Americans today have a tendency to look to the federal government for needed support in education, medical care, unemployment compensation and old age benefits. This is not necessarily harmful provided they are made aware that private welfare agencies do exist and do need their support.

Constant exposure to public criticism keeps private charity imaginative, useful and strong. Once the government is permitted to take over all these services that spark of imagination will be lost.

We are "our brother's keepers." If we abandon this role and leave it to the government, we will be abandoning an extremely important part of our way of life.



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

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

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

The LOOKOUT

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SEAMEN'S CHURCH
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THE COVER: A study of the bow of the Japanese training ship, *Nippon Maru*. The ship visited New York as part of the United States-Japanese Centennial celebration of the signing of the first trade treaty between the two nations.

SCI HOST TO TRAINING SHIP'S CREW

When the Japanese training ship, *Nippon Maru*, visited New York recently, Seamen's Church Institute dusted off its welcome mat and opened its doors wide.

In addition to a dinner and an evening's entertainment at the Institute, the officers and men were taken on tours of Manhattan by members of SCI's staff.

DINNER

The concerted efforts of the Institute's entire staff made the dinner and the entertainment a high spot of the ship's visit. In addition to 112 officers, cadets and crew of the *Nippon Maru*, various officials from the city and Japanese consulate were invited. Among those at the head table were: Deputy Commissioner James J. O'Brien of the Department of Commerce and Public Events; Deputy Commissioner Emma Rothblatt, representing Mayor Wagner; Japanese Consul General and Mrs. Mitsuo Tanaka; Captain Muneo Chiba of the *Nippon Maru*; Franklin E. Vilas, president of the Institute; and Dr. Roscoe T. Foust, director of Religious, Social and Special Services at the Institute.

ENTERTAINMENT

After a typical American dinner the visitors were taken to the International Seamen's Club for a thoroughly American evening's entertainment. They were treated to a floor show consisting of several children's acts and songs by Chieko Sakata, a Japanese-American residing in Manhattan.



Japanese Training ship NIPPNO MARU under full sail. The ship is four-masted Bark with a gross tonnage of 2,285.77.

As the evening wore on, the cadets relaxed and joined in dancing with the hostesses, proving that language barriers can be hurdled by good music and gay companionship.

DON COSTUMES

Ten of the cadets changed into costumes representing the type of clothing worn by Japanese merchants who visited New York 100 years ago when the first United States-Japanese trade treaty was signed. A member of the Japanese consulate explained each costume to the audience.

The evening ended at ten o'clock when the cadets marched back to their ship docked at nearby Pier One.

TOURS

On Saturday and Sunday following the dinner, members of the Institute's staff accompanied two bus loads of cadets on day-long tours of the city. They pointed out the various sights



Mitsuo Tanaka, (left) Japanese Consul General, unsheaths a sword carried by a cadet from the NIPPON MARU. Ten cadets donned costumes representing the type of clothing worn 100 years ago.

to interpreters who in turn translated them into Japanese.

AND EVEN MORE

On the Monday morning of the ship's departure, 155 kits containing knitted garments and toiletry items were taken aboard the *Nippon Maru*. These were donated by the Women's Council of the Institute.

APPRECIATION

In a letter to Mr. Vilas, Consul General Tanaka wrote:

"I wish to take this opportunity to express to you my Government's appreciation and gratitude for the kind hospitality extended to Captain Muneo Chiba, the officers, cadets and crew of the *Nippon Maru* on their recent goodwill visit to New York City.

"The Thursday evening event, the

dinner and the entertainment, was indeed one of the major highlights of their visit. All arrangements were perfectly planned and the men thoroughly enjoyed themselves. The Captain regretted that it was necessary to leave before the evening was concluded.

"Your generosity in planning and providing for the two week-end days of sightseeing is also deeply appreciated. As Captain Chiba remarked, just prior to his departure, he and all his men return to Japan with happy memories and a message of sincere friendship from the American people. And it is your Institute and its dedicated staff that is in large part responsible for this evidence of international friendship during this Centennial visit.

"I am sure that Captain Chiba will express his gratitude upon his return to Tokyo in early September."

SPECIAL BLESSING POSES PROBLEM

The problem of composing a blessing which would not be offensive to our Japanese visitors and yet have some meaning for the rest of the guests fell to Dr. Roscoe T. Foust, director of Religious, Special and Social Services. Members of SCI's staff liked the blessing so much they asked if it could not be printed in THE LOOKOUT.

Text of the blessing is as follows:

"O God, our Father, who hast made of one blood all nations of men to dwell on the face of the whole earth, and whose will is peace for every man, we give Thee thanks for the ties of fellowship and common purpose which bind together the nations of the free world in an ever stronger bond of human friendship and mutual concern for our common welfare. Especially do we thank Thee that the two nations represented here tonight, Japan and the United States, see ever more clearly their destiny as partners in the world of nations, each cherishing for the other the freedom to seek the peace, security and happiness possible in a world of equals, where *none* is

master, and none is slave. If impatience, anxiety and fear overtake us as we seek our common goal, so Thou forgive us and restore to us a sound mind and quiet heart. If our way be threatened by men of other nations who have too well learned the power of hate, strife and discord,—give us the strength to stand steadfast in the confidence that forbearance and love will win the victory because it is of Thee.

"Do Thou now bless us as we break bread together, a sacrament to remind us that we are all Thy children, and therefore brothers,—now and forever, Amen."

Admiral Nimitz Praises U.S.-Japanese Friendship

Fleet Admiral Chester W. Nimitz, during an address to the officers of a visiting Japanese naval squadron in San Francisco recently, praised American-Japanese Friendship. In the light of the recent visit of the NIPPON MARU to New York it is especially appropriate that we publish some of the Admiral's remarks.

"It is a pleasure and a privilege

(Continued on Page 4)

Reaction to the floor show in the International Seamen's Club is reflected on the face of a cadet from the NIPPON MARU. The star on his collar indicates that he is studying navigation.

Captain Muneo Chiba of the NIPPON MARU and Mrs. Mitsuo Tanaka, wife of the Japanese Consul General watching the floor show in the International Club.



for me as a naval officer to participate in this welcome to the great and friendly port of San Francisco. I am sure that your reception here will be sincere and hospitable and that your stay will win you many friends—and among them many fine Americans of Japanese ancestry.

"You will find that American naval personnel generally hold to the belief that there is a brotherhood of the sea which easily crosses over national boundaries, and that you will be welcomed as fellow seamen by American seamen.

"Your country is a densely populated, highly industrialized maritime nation with insufficient arable land to grow enough food for your own use, and with inadequate resources to provide the raw materials required for your industries. Japan is therefore dependent upon the import of raw materials to keep your factories going, on food supplies from other countries to feed your rapidly expanding population, and on ocean fisheries for additional food.

"Japan must therefore have a Merchant Marine, a fishing fleet and a Navy—all completely under her own control, to defend these essential services. Japan must also have an Army because the primary responsibility of GOVERNMENT is to guarantee those favorable conditions of peace and internal stability so necessary to the economic well being of her citizens. These favorable conditions must be brought about by Japan herself.

"There is an old saying in our country that 'The Lord looks out for those who look out for themselves'—or to put it another way—'If you need a helping hand you always find it at the end of your arm.' In other words, Japan must

recognize her danger from internal enemies and from her strong, unfriendly and predatory neighbors—and she must provide her own protection.

"This, of course, means an Army, Navy and Air Force, however small—composed of resolute and patriotic men who are just as willing to work for their country as to die for it. Japan has had those kinds of forces in the past and has demonstrated to the world that she knows how to use them. She is well acquainted with her unfriendly neighbors and has had experience with them in war.

"The young officers of this Japanese Training Squadron are the nucleus of the kind of Navy you must have. You are learning the ways of the sea and are mastering the techniques required by scientific advances. You have before you the examples of illustrious and capable naval commanders—and none more famous and internationally known and admired than your own Admiral HEIHACHIRO TOGO, the victor in the Battle of the Sea of Japan in May 1905. He has left for you a wonderful heritage of patriotism, duty and success.

"To all of you best wishes for success in your chosen profession."

SAILOR, BEWARE

Mariners, especially those sailing the Pacific, would be well advised to keep a sharp lookout for stray mines, according to marine underwriters here, Werner Bamberger reported in a signed article in the *N.Y. Times*, July 2. The tidal waves following recent earthquakes in Chile could very easily have resulted in a redistribution of drifting mines into areas normally expected to be mine free, the American Cargo War Risk Reinsurance Exchange said.

PROVES SEAWORTHY . . .



This view shows the sharp pitch of the *High Tea's* deck, which slants up toward the boat's typically Chinese high stern. Rigging on the bow acts to break some of the force of bow-on waves. Water quickly falls back into the sea from the tilted decks.

CHINESE JUNK WEATHERS STORM

By Claude Temple Hall

On a day when large ships were fighting for their lives in one of the heaviest storms ever to lash the Pacific coast, a 32-foot, almost "cap-size proof" Chinese Junk, the *High Tea*, put into San Francisco bay. One man was aboard.

She was skippered and crewed by a 29-year-old former British colonial agent, Brian Platt. After clearing customs, Platt tied up in a berth at the St. Francis Yacht Club and immediately began making repairs of the damage suffered at sea.

Many of the bamboo reinforcing stays in the *High Tea's* sails had been broken and had to be replaced. Paint had to be renewed. It was rather surprising, though, to the many landlubbers who gathered on the ramp,

that the small junk had weathered heavy storms so well.

Platt left Hong Kong, China, May 7, 1959, and was at sea almost continuously until his San Francisco arrival on February 10, 1960.

He explained that the storms in the North Pacific had been very severe. He had sustained a back injury, which forced him to put in at Fort Bragg, on the northern California coast, where he recuperated.

His Pacific crossing ended at Eureka, California on last Christmas day. There he spent some time patching a badly torn main sail. Diesel auxiliary power came in handy when the sail went out.

Platt explained the Junk has a teak-wood hull which remained tight during his entire voyage.

Future plans? To sell the *High Tea* and seek work in Canada.

THE WORLD OF SHIPS

One Ship, Two Books

Two new books have just come out on the French Line's passenger ship *Ile de France*. Both should be of interest to the shipping enthusiast. One is by the ship's master, Captain Raoul de Beaudean, and has been published by McGraw-Hill, of New York. It sells for \$4.50 and is entitled "Captain of the Ile". This volume includes much entertaining biographical data about Capt. Beaudean.

The other book, entitled "The *Ile de France*," is by Don Stanford and is published by Appleton-Century-Crofts, also of New York. It gives the life of the liner from her launching to her scrapping.

Anniversary Year

The 120th anniversary of the founding of the Cunard Steamship Company Limited and the inauguration of regular trans-Atlantic passenger and mail service was celebrated last month.

Both began in 1840 when Sir Samuel Cunard stood on the deck of the *Britannia* as she steamed out of Liverpool on her maiden voyage . . . bound for Boston and a permanent niche in the history of ocean transportation.

The voyage came after years of unsuccessful effort by Sir Samuel to alert interests in America and his native Canada to the possibilities of steam-ship travel. Disappointed but not defeated, Cunard turned to England where an alliance with the eminent marine engineer Robert

Napier and financiers, George Burns and David MacIver, began to bear fruit. A contract with the British Government for regular Atlantic mail service was obtained and the Cunard Fleet, which started with the 207 ft. paddle-wheeling *Britannia* with a passenger capacity of 115, grew quickly to four ships of similar construction, and continued to grow through twelve decades of trans-Atlantic service.

At present, the 11 passenger liners of the Cunard Line, including the world's largest superliners *Queen Elizabeth* and *Queen Mary*, constitute the largest passenger fleet on the Atlantic with a combined capacity of 11,387 passengers.

Russian Museum

A new maritime museum, the largest in the U.S.S.R., is in process of being set up in Tallinn, capital of the Estonian S.S.R.

Included among its exhibits will be a number of model ships made by a septuagenarian Estonian shipmaster, Capt. Herman Tynisoo, now in retirement, who made them as a hobby during his 35 years' service at sea.

The most interesting among these, perhaps, is a 6 foot model of the five-masted Danish sailing ship *Kobenhavn*, which vanished mysteriously in the 'thirties', during a voyage from Buenos Aires to Australia. This model, which took Capt. Tynisoo fifteen years to make, won first prize at a recent international competition in Moscow.

Reprinted from the Journal of Commerce.

Innovation

The 55,000-ton liner *France*, which will make her maiden voyage to New York in 1962, will have a notable innovation in the division of the liner's two classes, according to the N. Y. *Journal of Commerce*. Passenger accommodations will be divided along horizontal lines so that both first and tourist class sections run the entire length of the ship instead of being divided into vertical segments which separate first, second and third class on most liners.

New Flagship

The Port of New York gave the unreserved welcome it keeps on tap for first arrivals of important trans-Atlantic lines to T/V LEONARDO DA VINCI, new and ultramodern flagship of the Italian Line, and pride of her country's merchant marine, recently. It was a gala occasion for the ship, the line, Italy, and the Port of New York.

At the pier municipal officials, representatives of the U. S. Armed Forces, New Yorkers prominent in the shipping industry, and others greeted the LEONARDO's master, Capt. Armando Pinelli; Dr. Giuseppe Zucoli, president and board chairman of the line; and Dr. Giuseppe Ali, director general, who with other officials made the westbound crossing.

Like her running mate, the 29,000-ton CRISTOFORO COLUMBO, she was built in the Ansaldo Shipyards there and is a fine example of Italy's traditional shipbuilding craftsmanship. She carries 1,326 passengers in three classes, making regular calls at Gibraltar, Naples and Cannes en route to her home port.

Attention Young Men

More young men are injured in shipboard accidents than older ones, according to a report made public recently by the Seafarers Welfare Plan.

The study covers 971 accidents involving unlicensed seamen in 1959. The accidents occurred on oceangoing vessels operated by the seventy-one companies under contract with the Seafarers International Union.

The report said almost 34 per cent of the mishaps occurred in the 26 to 35 age group; 31 per cent in the 36 to 45 age bracket; 17.5 per cent among men 46 to 55 and 7 per cent in the 56 to 65 age bracket.

The safety department of the Seafarers Welfare Plan, which made the study, is a joint management-labor undertaking established three years ago.

Reprinted from the New York Times

Most Valuable Hull

The 53,330-gross ton *United States* has been superseded by a British vessel as the heaviest insured hull in the world's merchant fleet, according to the *N. Y. Times*. The Orient Line's new *Oriana*, which makes her maiden voyage to the Pacific next December, has been provisionally insured in the British market for about \$42,000,000.

Marine Underwriters reported that the *United States* is insured for about \$35,000,000. Although she cost almost \$80,000,000, including Federal subsidies, her hull policy is based on what the vessel cost the company. The cost price of the *Oriana* has been put at \$39,200,000.

AT OUR HOUSE . . .

British Apprentice Club Finds New Home

The British Apprentice Club which for many years had its quarters in the Hotel Chelsea on West 23rd Street has moved to the Institute. The club has two permanent hostesses on hand and opens its doors at 3:00 p.m. daily. The hostesses are the Misses Doris and Marguerite Cappa.

The British Apprentice Club was established in 1921 by Miss Katherine Mayo and Miss Moyca Newell. The inspiration behind the founding of the club was the hospitality given American soldiers during World War I in Britain. Both Miss Mayo and Miss Newell had witnessed English hospitality while in Britain during the war.

In 1923 the B.A.C. was incorporated as a memorial to Walter H. Page, who had served as United States ambassador to the Court of St. James from 1913 to 1918.

The designation "apprentice" made the club a special place for young boys who study for officership in the British merchant service. Because of the extreme youth of the boys their recreational needs are not the same as those of full-fledged officers. In the Hotel Chelsea and now here at the Institute there are facilities for billiards, dancing, reading and just plain talking over a cup of tea.

Engineer Establishes Trust For Institute

While visiting the S/S Mormacyork, Charles H. Congdon, from the Institute's Ships' Service Division, received \$800.00 to be deposited in trust for Seamen's Church Institute. The donor an engineer aboard the ship, explained he was doing it because he had been treated "very well by the Institute years ago when shipping conditions were bad."

Information, Please

Charles Arnhols, a former seaman, has asked us the origin of the following poem. We checked around and no one was familiar with it. We reprint it in the hope that one of our readers might know something about it.

If to your starboard red appear,
It is your duty to keep clear.
Act as judgement says is proper,
Port or starboard, Back or stop her.
But if upon your port is seen
A steamer's starboard light of green,
There's nothing then for you to do,
For green to red keeps clear of you.
When in danger or in doubt
Always keep a good look out.
In danger with no room to turn
Ease her, stop her, go astern.

Widow's Will Benefits SCI

Seamen's Church Institute was remembered in the will of the late Mrs. Neils J. Allison of Cranford, N. J.

According to her will, filed with the Surrogates Court in Elizabeth, the money for the Institute should go toward helping "shipwrecked seamen who are on the beach through no fault of their own." The will refers to the increasing number of merchant seamen who find themselves unemployed.

Mrs. Allison's husband had been a captain with the Scandinavian Lines.

Tale Of A Sunday Sailor

Coast Guardsmen are still talking about the Sunday-afternoon yachtsman who hailed a patrol boat off Long Island recently, asking for directions.

"There's an inlet I've used a hundred times around here somewhere," he explained, "but I can't find it on my map!"

After a look at the boater's "navigation chart," the Coast Guard discovered why he couldn't locate his inlet.

He was using a Long Island road map.

PARROTS: THE SAILORS' PET

Ever since the peg-legged pirate, Long John Silver, strutted across the pages of Robert Louis Stevenson's novel, *Treasure Island*, while carrying a parrot on his shoulder, parrots have been remembered as sailors' special pets.

It is true that no other occupation has done as much towards popularizing these talking birds as ocean sailing has. Parrots are found in every quarter of the globe except Europe. Sailors kept these talking pets to remind them

of the days spent in colorful ports of far-off places.

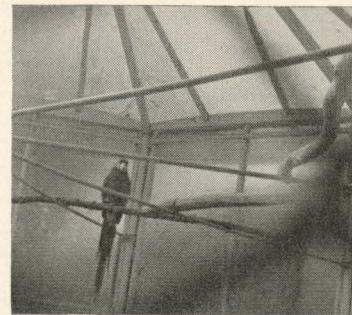
Parrots were unknown in Roman times. What was called "parrot" by the Roman writers, was really the small, green Alexandrine parrakeet found in Egypt. By the Middle Ages, however, true parrots from African jungles were common in Europe. These were probably brought back by venturesome sailors, who had dared leave the safety of the Mediterranean Sea and sail down the wild East African Coast.

Sea-ports of the Gold Coast, East Africa, are still the best suppliers of Jacos. Jacos are gray parrots, with bright red tails. They are the best speakers among the world's parrot family. (Portuguese sailors gave the name "Jaco" to these birds, because it is their natural cry in the jungles before being taught to speak.)

Parrots were at the peak of their popularity during the Great Voyages of Discovery. Capt. Cook, the 18th century English discoverer, went from one newly-found South Sea Island to another while adding strange, exotic birds as shipmates. Perhaps these helped serve as proof to a doubting

king that the captain had been on the other side of the globe.

A more famed example was Christopher Columbus. He hopefully brought back Indians and gaudy-colored parrots from the "New World" to the Spanish court, instead of the gold that he was supposed to find.



Columbus brought back long-tailed parrot (such as this) from the "New World".

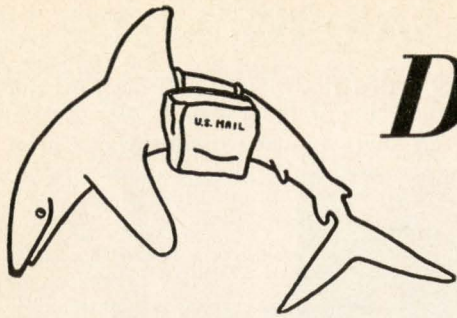
There are more than 400 kinds of parrots known around the world. True parrots are sometimes called other names, such as the purple lorries of Poly-

nesia or the affectionate white cockatoos of Australia. Yet, perhaps the best tribute to the link between sailors and their speaking pets is that European pet-dealers, and owners too, by the 19th century called all of them either one of two names: sailing-ship parrots or steamship parrots. Those brought by sailing-ship were considered healthier, and more wanted in the trade, because they had not half-choked on the smoke.

Most of yesterday's speaking birds were taught their first words by sailors. Later owners sometimes objected to the nautical language their pets had learned. Yet an enterprising sailor could make a small fortune if he was careful with his feathered shipmate.

Experts have agreed that the easiest sound for these bird-mimics to learn contain the letters "k", "p", "r", or "t". With very red faces, they next admitted that probably the easiest English words for a parrot to speak were found in the first phrase, which sailors by custom of centuries had taught their pets to say: "Polly wants a cracker."

By Jean C. Conger



Dear S C I

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

When a seaman adopts a pet, like any other lonely person in any walk of life, he usually becomes devoted to it. If we at the Institute had ignored the following letter, we would have been overlooking our duty to care for not only the material welfare of the seaman but also his spiritual and emotional needs as well.

Some of our readers may chuckle when they first read the letter—but when they re-read it it will be obvious the writer was heartbroken over the loss of his pet.

Dear Rev. Friend:

The subject of this letter is if possible to use your good office for the recovery or find the whereabouts of our pet cat who answers to the name of INKY . . . INKY was stolen on Front St. near the Seamen's Church Institute by several women.

INKY is an alley cat all black with a white spot on his chest about three years old, male, with a sleek fine coat of black fur.

If you can use your office to find out just what happened to INKY our pet or just what has become of him, as I fear foul play.

I had established a trust fund for proper care and food for INKY, even though I passed away. I am very, very depressed over this horrible incident.

Trusting this letter will be given consideration and that if possible you can inform me just what happened to INKY, our pet. I have also written a letter to A.S.P.C.A. at 92nd St., N. Y. City, about the sad horrible incident for information regarding just what happened to INKY our beloved good pet and mascot, whom we all loved.

/S/ L. L. C.
USNS General Upshur

INKY had been living under a loading platform near 25 South St. when he was discovered by a woman who often visits the Institute. The woman, a cat fancier, mistook him for a stray and took him home. She gave him to a friend who cleaned him up, had him checked over by a veterinarian and took him to live in the country with her.

Before all the above could be ascertained a postcard came in from L.L.C.

Amigo Mia

Please if you get any information about my pet cat, INKY.

Please notify my friend J. K. who is living in the Institute.

/S/ L. L. C.

It was written aboard his ship while it was passing through the Panama Canal and indicated he was still grieving for his pet.

A letter to L. L. C.'s friend here at the Institute read:

Dear Mr. J. K.

Some weeks ago, as you know, Mr. L. L. C. wrote inquiring about the fate of his pet cat, INKY. Since that time we have been making many inquiries and have just learned that Inky was not taken to A.S.P.C.A., but now has a good home out of the city and is in good health. The person who adopted him is giving him fine treatment and had no idea that Inky was anyone's pet. You can be assured he is alive and was not used for experimental purposes.

Sincerely
/S/ Director



Book Watch

STANDARD HANDBOOK OF PLEASURE BOATS. By Robert J. Shekter. Illustrated. 341 pp. New York: Thomas Y. Crowell Company. \$5.95.

The *Standard Handbook of Pleasure Boats* is a complete manual for the care and repair of pleasure craft. It covers both power and sail boats in all classes.

Mr. Shekter, who is a boat designer, discusses everything from choosing the proper kind of boat to advice about what food to carry in the galley.

Although the book is not a guide to piloting and navigation it does pass along information on tides and currents. For do-it-yourself fans Mr. Shekter carefully explains how to put a boat into condition. He covers the basics of caulking, commissioning the engine and checking the electrical system. And finally there is a complete chapter on safety procedures.

JOSEPH CONRAD. A Critical Biography. By Jocelyn Baines. Illustrated. 523 pp. New York: McGraw-Hill Book Company. \$8.50.

A recent acquisition to our Joseph Conrad

Library is a new book on the famous author's life by Jocelyn Baines. Mr. Baines, an English editor and critic, undertook a formidable task when he decided to solve the puzzles which surround Conrad the man and Conrad the author.

Written records of Conrad's life are conflicting. His wife Jessie and his collaborator, Fox Madox Hueffer, and even Conrad himself, have different versions concerning the author's life and attitudes.

Mr. Baines has done much toward supplying the answers as to why Conrad adopted Great Britain and the English language, as well as why he left the sea to write. He delves into the questions of why he attempted suicide in Marseille and his marriage. Another problem Mr. Baines surmounted was the fact that the records of Conrad's family and early childhood are in Polish.

Mr. Baines has made good use of Conrad's novels to support his theories. He even ignores what Conrad himself said about them. Conrad sometimes deliberately covered up his tracks, but Mr. Baines has managed to uncover them.

Although the reader may not agree with all Mr. Baines' criticisms he will certainly cherish the book as one of the finest biographies of Conrad to date.

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 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 Taxes.

NIGHT STORM AT SEA

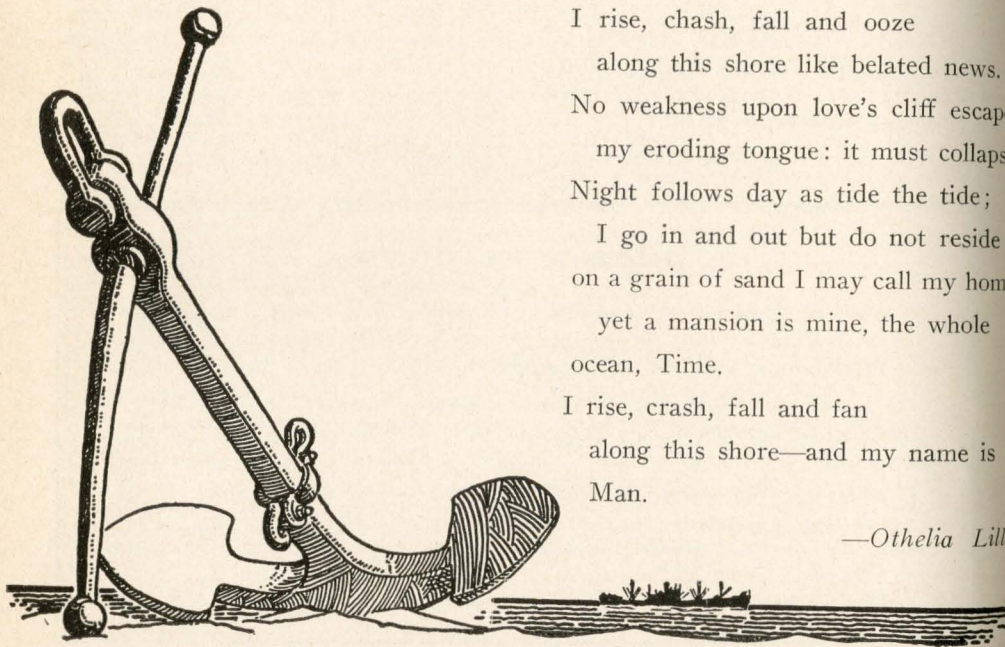
The vaunted splendor of our midget might
 Reels from the onslaught of these fluid fists.
 A splendid terror rides upon the night.
 Awash with hissing green the vessel lists
 And the false stars that glimmer at each mast
 Plunge and rise to plunge and rise again.
 In whipping oilskins, head down to the blast,
 Men struggle in the darkness and the rain;
 With pale, carved faces meet the hour's demand
 As blue-green plumes of death go swirling by.
 The wheel spins, burning, in the helmsman's hand,
 But the stout heart of the vessel will not die,
 And at long last, through spate of wind and foam,
 Dawns the bright miracle: the lights of home.

—R. H. Grenville

BIOGRAPHY

I rise, chash, fall and ooze
 along this shore like belated news.
 No weakness upon love's cliff escapes
 my eroding tongue: it must collapse.
 Night follows day as tide the tide;
 I go in and out but do not reside
 on a grain of sand I may call my home,
 yet a mansion is mine, the whole
 ocean, Time.
 I rise, crash, fall and fan
 along this shore—and my name is
 Man.

—Othelia Lilly



BOARD OF MANAGERS

Honorary President

THE RT. REV. HORACE W. B. DONEGAN, D.D., D.C.L., 1946

President

FRANKLIN E. VILAS, 1948

Chairman of the Board

CLARENCE G. MICHALIS, 1924

Clerical Vice-Presidents

REV. FREDERICK BURGESS	1923	REV. CANON BERNARD C. NEWMAN,	
REV. ROELIF H. BROOKS, S.T.D.	1926	S.T.D.	1959
REV. ARTHUR L. KINSOLVING, D.D.	1949	VEN. A. EDWARD SAUNDERS, D.D.	1959
REV. JOHN M. MULLIGAN	1951	REV. HOWARD M. LOWELL	1959
REV. JOHN HEUSS, D.D.	1952	REV. HUGH D. McCANDLESS	1959

Lay Vice-Presidents

ORME WILSON	1910	GERALD A. BRAMWELL	1942
HARRY FORSYTH	1921	CLIFFORD D. MALLORY, JR.	1947
		CLARENCE F. MICHALIS	1947

Secretary:	GORDON FEAREY	1949
Assistant Secretary:	DAVID W. DEVENS	1958
Treasurer:	WALTER B. POTTS	1949
Assistant Treasurer	BENJAMIN STRONG, JR.	1948

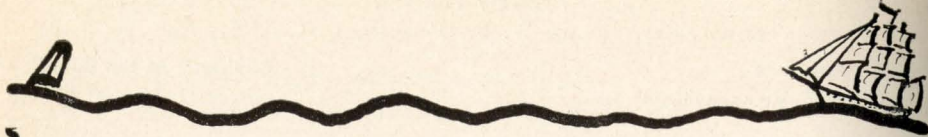
Charles E. Dunlap	1915	Lloyd H. Dalzell	1950
John Jay Schieffelin	1923	Arthur Zabriskie Gray	1950
George Gray Zabriskie	1925	F. Richards Ford	1951
Frank W. Warburton	1928	Thomas L. Higginson	1951
De Coursey Fales	1932	Edward J. Barber	1952
John S. Rogers	1932	William D. Ryan	1952
Charles E. Saltzman	1933	Leonard D. Henry	1954
Frank Gulden	1933	David P. H. Watson	1954
Charles S. Haight	1933	Benjamin H. Trask	1957
Richard H. Mansfield	1934	Clifford M. Carver	1957
John H. G. Pell	1936	John P. Morgan II	1957
Gordon Knox Bell, Jr.	1938	H. Thomas Cavanaugh	1959
George P. Montgomery	1939	William M. Rees	1959
Alexander O. Vietor	1939	John G. Winslow	1959
Gerard Hallock	1940	Richard H. Dana	1959
Charles W. Bowring, Jr.	1941	Charles B. Delafield	1959
John Ellis Knowles	1941	David R. Grace	1959
W. Lawrence McLane	1941	Chandler Hovey, Jr.	1959
Charles Merz	1943	John A. Morris	1959
Edward K. Warren	1947	Edmund F. Wagner	1960
Herbert L. Seward	1947	James Randall Creel	1960

Honorary Member of the Institute

John Masefield
 1933 |

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Rt. Rev. Jonathan G. Sherman, S.T.D.	1948	Rt. Rev. Donald MacAdie, D.D.	1958
Rt. Rev. Charles F. Boynton, S.T.D.	1950	Rt. Rev. J. Stuart Wetmore, D.D.	1960



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