

The LOOKOUT

DECEMBER 1959



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



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.



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DECEMBER, 1959

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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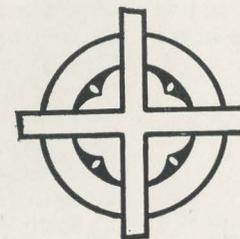
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THE COVER: A Merry Christmas from Santa and the Christmas Room (see page 12).



Christmas at 25 South Street

CHRISTMAS, the birthday of Jesus, heralded a new approach of God to man, and man to man. The angels' song was of "peace to men of goodwill." Therefore, "peace and goodwill" have come to be especially identified with the observance of Christmas. Peace and goodwill, however, have to be continuous and growing. It is the formula for preparing the world for Jesus' second coming. The ages between His coming as a man and His second coming in judgment are reserved for man to learn and follow what Jesus taught the world while He lived in human form; and, what He was taught by the Holy Spirit since He left the world to await His return.

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We, at 25 South Street, are very conscious of the fact that every day is the time for the Christmas spirit. Every phase of our work is based on a sincere desire to express the redeeming love of our Lord for all men, but in our case with special emphasis for men of the sea. Because of human

frailty we sometimes fail to do the utmost, but not for want of trying. And Christmas Day affords us an opportunity to re-emphasize our earnestness in a more spectacular demonstration of our regard for seamen. We regard each Christmas as a fresh commitment of ourselves to the service of seamen. So we focus our attention toward the whole meaning of Christmas.

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Our building, inside, is decked with all the traditional decorations — evergreens, holly, Christmas trees, tinsel and sparkling colored lights awaken in us all the dreams of candy and "sugar plums dancing in our head." This is important. It takes us all back to the simplicity of our childhood and its dreams and pleasures of Christmas. We step more gaily through our halls when we see them decked with holly. An air of expectancy, such as we knew as children, returns to older and weathered seamen to re-awaken their hopes for richer things to come. The festive spirit is created by the

special care we take to adorn our home for seamen much as they would do for their own family home. We do try to make seamen feel that this is really their home, especially at Christmas. Circumstance separates them from their loved ones and we hope in some measure to make the separation easier to bear.

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Carols have been sung throughout the ages. They commemorate God's love for man in music as they tell the story of His birth. We use opportunities wherever possible to sing the songs of Christmas. Several glee clubs in our neighborhood sing to us in our spacious auditorium or in our chapel. Our own Institute singers lead the men in carol singing in the chapel. The Janet Roper Room and the International Seamen's Club ring with the seamen's voices proclaiming, "Glory to the New-born King."

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Our Women's Council labors throughout the entire year to provide a special Christmas treat for our seamen. (See Page 12.) So Christmas day brings a message of affection to more than 7,000 of them far and wide as they break open their boxes to receive their gifts and to read the Christmas message from our Director, Rev. R. S. Hall, D.D. They know we have not forgotten them; a great number of wonderful letters testify to their sincere appreciation of this project.

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Then, Christmas Day itself is a festive one at 25 South Street. The services in the chapel proclaim the gospel story of the Nativity. The choir leads in carols and then everyone repairs to the cafeteria. There we serve a sumptuous turkey dinner with all the trimmings to everyone in the building. This is "on the house." As much careful thought and planning goes into this as you would put into your own family Christmas party. The chief concern of those responsible is that by their efforts seamen may know that we really care and that here at 25 South Street is a Christmas family party second to none. Carlos Restivo is usually on hand during the dinner to play on his accordion and sing the songs of the season and others as requested. We feed so many, nearly 1,000, that we can't sit down together, but the togetherness is there just the same.

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We do, however, have a big sit-down party after dinner. Everyone goes to our large auditorium where a special program of motion pictures has been arranged for afternoon and evening. And other special parties are held in the Game Room, Janet Roper Room and the International Seamen's Club. In these first two, a program of television or personal parties playing their favorite games is the order of the day. In the third, a planned program of entertainment is arranged.

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The spirit of Christmas is to be found everywhere. We suddenly realize it was always here — before Christmas, and will be here after Christmas. For the great feast of the birthday of Our Lord we have just heightened our program and given it a special direction. Always, it is directed to seamen wherever we can reach them, and its origin of direction is the redeeming love of Our Lord for all men, reaching through us, the men of the sea.

— CHAPLAIN W. G. BUGLER



Photos by Funkhouser

Adopt-A-Ship class of Alameda Junior High School in Las Cruces, N. M., discusses world trade of ancient and modern times. The S.S. *Harry Culbreath* provides a core for the study of everything from geography to penmanship — and it's fun!

Down to the Sea in Adopted Ships

IT WAS a large muddied-colored book with grayish pictures of half-dressed natives, monotonous maps and dull description. Although we had the whole world about which to learn I remember, even after 15 years, that geography was the most boring subject in school. In fact, this is all I remember about it.

Thus, I was not especially enthusiastic when a young voice on the telephone invited me to visit his class. "It's sort of geography, but we call it adopt-a-ship," he said and his last phrase stirred my imagination enough to consent.

It was final report time and instead of seeing 31 seventh-graders in Alameda Junior High in Las Cruces, New Mexico, happily looking forward to summer vacation, I found them enthusiastically completing their reports, but with a touch of sadness.

In a few days, these students would be saying farewell to the *S. S. Harry Culbreath*, a \$3,000,000 ship in the Jean Lykes fleet, which had taken them as "arm-chair sailors" into ports around the world and whose crew members have given them an understanding which could be surpassed only by personal experience.

The *S. S. Harry Culbreath* has NOT been an extra-curricular activity. The students call it "Adopt-A-Ship class," but their teacher, Mrs. J. C. Overpeck, uses the project as a core around which to weave each full morning's lessons in spelling, English, history, geography, reading, economics and penmanship. Results are excellent.

A teacher for 28 years, Mrs. Overpeck began last year using the Adopt-A-Ship plan of the Propeller Club of the United States. One of the club's purposes is to

promote an American Merchant Marine, and the plan is to "introduce young America to its ships." Mrs. Overpeck quickly saw the opportunity for making her often dull subjects live for young minds developing in a dynamic world.

How does it work? After Mrs. Overpeck indicated interest in the plan, the club designated a ship and forwarded the name and address of the ship's master.

Then began a correspondence between class and ship which soon became letters between students and sailors, filled with questions, answers and a bit about goings-on at both ends.

The *S. S. Harry Culbreath* was on a long voyage between Gulf Coast and Mediterranean ports when the class went aboard in September. Next was a four-month voyage in the Pacific, and the class bid the crew farewell in the midst of European ports.

The complete voyage in the Pacific was the most interesting. The ship's master and crew sent letters, photos, postcards, and literature from every port and later prepared a complete summary of the voyage.

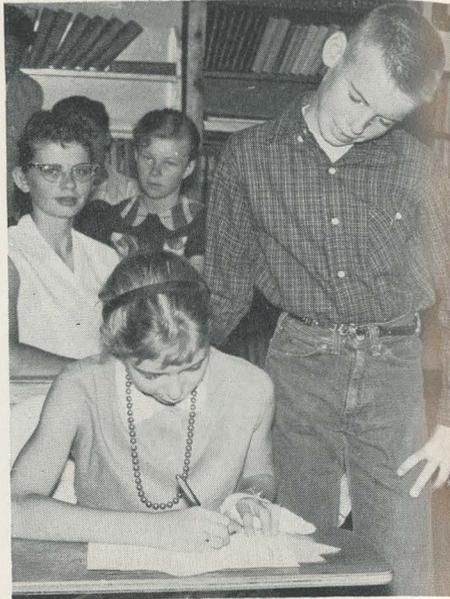
The summary included the name and general description and comparison of 23 ports, time, distance, speed, amount and kinds of cargo loaded and unloaded, weather, general remarks, and memorable sidelights.

"I never knew there were so many places — some of them I can't even pronounce. I want to be an engineer and go over there and see them for myself," says 13-year-old Leland Hecker.

Bennie Salazar, 12, likes to draw maps and was chairman of the committee which lined the classroom with hand-drawn maps of ancient and modern trade routes and kept the location lines up to date on those sent by the master.

This year's class selected a theme of "Our Adopted Ship Helps Us Learn About World Trade" and the knowledge that cotton, tin, oil, dried milk, gun turrets, army cargo and passengers were loaded in the U. S. ports and exchanged for lumber, hemp, rubber, lime and carbon black had its impact.

"I never thought about world trade. It's



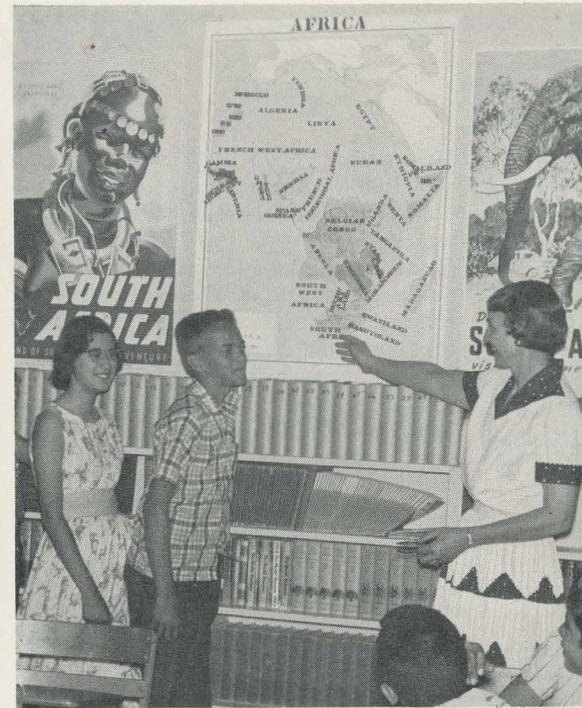
Students' letters to the seamen must be grammatical, neat and carefully written. Only the best survive.

very important! It would be wonderful if everyone would trade fairly — fewer wars, I think," says Lynn Moulton, 12, who has developed a real interest in tracing the origin of objects in her world.

But it isn't just ship business in this class. Mrs. Overpeck dovetails a solid study of history and geography of country and area with the voyage. For example, when the ship docked at Tripoli the class was studying Africa, and the master's description enhanced the interest and supplemented information in textbooks, *Junior Scholastic* and other literature. Students also sent to various travel agencies requesting information. All of this resulted in a "modern" study of the country.

How does one study penmanship? Obviously the sailors must be able to read the students' letters before they can reply. This requires careful writing and the correct use of English. They worked hard on the letters, for only those approved by the class and teacher were posted.

Time and distance would not permit carelessness just as it would not permit



When the *S.S. Harry Culbreath* touches Africa, Mrs. Overpeck and her Adopt-A-Ship class are right there with the crew. Here she guides her 31 seventh-graders through a complete study of the continent, assisted by maps, tourist agency information, textbooks and letters from the seamen.

naive questions, so students had to know of what they wrote. This meant extra reading, which they were glad to do.

The sailors were very cooperative in answering technical questions about the ship's operation as asked by many of the boys. Their interest in the general project is perhaps shown in the following paragraph from a letter mailed in Manila:

"We were expecting a letter from you in Yokohama but didn't receive any. However, I am hoping we will get one in Singapore so am enclosing that address and hoping you find the time to give us the lowdown on what is going on back home . . . Radio Operator Mr. Trevethon has been asking at every port if I have heard from that school and I keep telling him we will at the next one. Better write before the 14th as we will make first call at Singapore on the 14th. We are ahead of schedule a few days now and will stay ahead I hope."

What starts as a course on size, weight, cargo and activity of a ship soon becomes

more personal. At Christmas the two groups exchanged telegraphed greetings and cards. When the master went on vacation the class wrote to him in Georgia and learned what a seaman does on his first long visit home in two years.

The final requirement of the course is a report on a country selected by the student. This year's papers were long and complete, artistically designed, interesting and turned in to Mrs. Overpeck several weeks before school ended. The students enjoyed doing them!

The day I visited the Adopt-A-Ship class there was a happy feeling. Students were alert and enthusiastic. When Mrs. Overpeck asked a question nearly every hand went up high. Individual grades on national examinations are consistently high in her classes. Room decoration made it a miniature study of the world.

These 31 youngsters were happy to be studying age-old subjects in this modern world, and by this modern method.

— BARBARA FUNKHOUSER

The World of Ships

THE ROCKIN' MARINER

We'll take "Nine Bells" at their word for this item. Seems that an experimental team aboard one of our ships tried driving away annoying gulls by an electronic method of playing tape recordings of the gulls' distress cries. No results!

However, a crewman's tape of an Elvis Presley rock 'n roll number that accidentally was included in the broadcast scared the poor creatures away for 24 hours.

THE HYDROFOIL CRAFT

The Maritime Administration is looking into the hydrofoil craft as a mode of rapid surface transportation. It gets its name from the wings or hydrofoils which fly under the water at high speeds and lift the main hull of the craft above the water surface. Since wavemaking resistance is eliminated, substantial speed increases can be expected even over the fastest conventional ships.

The hydrofoil craft is not a new concept; among others, Alexander Graham Bell experimented with it. He operated a 70-knot hydrofoil boat in smooth water in 1918. The German Navy developed the idea substantially late in World War II. The Soviet Union absorbed many of the people involved in the German successes, and has done much post-war work in this field. Hydrofoil craft have been in use on the Volga since 1954, and the latest craft, the *Meteor*, will carry 150 passengers at 60 knots an hour between the cities of Gorky and Juibyshev. Small hydrofoil ferries are being produced elsewhere in Europe, and one is operated across the Straits of Messina between Italy and Sicily.

United States developments in the field resulted in a 75-knot experimental craft in

1956, and the Navy is currently designing a hydrofoil-equipped patrol craft.

More important, the Maritime Administration nearly two years ago asked the Grumman Aircraft Engineering Corporation to investigate the feasibility of hydrofoil craft as a means of high speed surface transportation. As a result, it is anticipated that the first such craft will be launched in 1961. It is expected to be the largest built in the free world: 100 feet long, 80-ton displacement, and an eventual cruising speed of 80 knots even in rough water.

LAST OF THE WHALEBACKS

Another era is passing in shipping. The *John Ericsson*, believed to be the last of the famous "whaleback freighters," is expected to be laid up before the end of 1960, according to "Ship-Shore News" of Toronto. The famous 63-year old ship requires a 32-man crew while carrying 180,000 bushel of wheat. On the other hand, the *Seaway Queen*, flagship of the Upper Lakes fleet, has a crew of 31 and can handle 850,000 bushels.

BUILT-IN PILL

God's ways in protecting His creatures are constantly being illustrated as man discovers more and more of the secrets of nature. For example, marine birds and reptiles come fully equipped with desalting devices in their nasal cavities that enable them to drink sea water.

PORT OF CALL

The Port of New York hit a 3-year record on September 8, when 9,111 passengers arrived aboard eight liners and two troopships. The all-time record was established in early 1957, when 9,386 passengers arrived aboard twelve liners.

RALPH E. CROPLEY

It seems fitting that the passing of Captain Cropley be listed here among "the world of ships" he loved so much. The Institute's marine historian died on November 16, at 74 years of age. The *New York Times* of the following day devoted an article to him, from which we quote:

"Mr. Cropley, who abandoned a successful career in banking to go to sea at the age of 35, had been assistant curator and historian of the Marine Museum of the Seamen's Church Institute here since 1953. He was widely known as "Doc" Cropley, and was often addressed as "Captain."

"He was instrumental in building up the institute's collection of authentic ship models, now one of the finest of its kind in the country. Among the acquisitions was a group of priceless, one-of-a-kind ship models presented by the heads of state of more than fifty nations, each representing a typical historical or modern vessel of the donating country.

"His major contribution to his field, however, was the Cropley Collection, a vast store of marine history located since the Nineteen Thirties in the Smithsonian Institution in Washington. The collection, in which Mr. Cropley continued to maintain an active interest, now exceeds 500 loose-leaf volumes — more than 100,000 pages of data and lore on shipping. More than 40,000 pictures are included.

"Born in Marblehead, Mass., on July 2, 1885, Mr. Cropley was a member of the class of 1906 at Harvard. Even then he was described as "more interested in seeing the ships come in at East Boston than in football . . .

"After college, Mr. Cropley tried the banking business, but by 1920, when he was a partner in F. M. Bond & Co., he gave it up. He shipped out as assistant purser of the liner *President Arthur*. Later he became chief purser of the United Fruit Company and then sailed as purser aboard ships of the old International Mercantile Marine Company . . .

"His last ship was the *Marine Phoenix*, of the Navy's Military Sea Transportation Service, which gave him his first wartime sea duty, off the coast of Korea.

"Mr. Cropley was founder and secretary-treasurer of the New York Shipcraft Club, a group whose members range from leading marine artists to teen-aged model builders."

ICE FOR EXPORT

Coal to Newcastle may not be half as strange as the ice-for-India trade that flourished a hundred years ago. Checking the log of Captain William H. Cobbs, master of the *Arabella*, reveals that the full-rigger was able to carry a cargo from Boston to Bombay, and, five months later, actually land half of it in India.

The ice to India trade in 1856 reached some 146 thousand tons, averaging to nearly a cargo-a-day for that year out of New England harbors. The ice trade had been pioneered fifty years before, when Frederic Tudor took a cargo of the stuff to the West Indies.

FLOATING "ORANGES"

That may well be the name soon given to all lifeboats of Swedish merchant ships. A report has come in to the effect that all such boats are to have their insides and rails painted orange so that they may be easier to spot during sea disasters, especially from a search plane.

Photo by Nadia



INTRODUCING
THE
"Battle Man"

AT THE GENERAL CONVENTION of the Episcopal Church held in Miami, in October, 1958, the Seamen's Church Institute presented its own version of the venerable game of Bingo. In keeping with the long maritime tradition of the Institute, this version was played with the assistance of wind, tide, and ocean currents.

By written and spoken word the Institute's booth invited lay persons attending the Convention to enter the names of their rectors on message forms which would be enclosed in bottles and cast adrift in mid-Atlantic. The first of these to be picked up and returned to the Institute would entitle the clergyman whose name was enclosed to an expense-paid trip to New York as guest of the Institute.

Mrs. Agnes White of Memphis entered the name of her pastor in this ocean sweepstakes. A resident of the Azores, Tomaz Pereira da Rosa, found the container and

forwarded it to New York. Thus it came about that the Rev. M. Richard MacDonald, rector of Grace-St. Luke's Church in Memphis, was present at the Institute during the week of October 18 and, as an event in the Open House program, addressed an overflow audience in the Auditorium on the 18th.

To all who met him or heard him, Mr. MacDonald proved to be more than an ordinarily interesting visitor, and the impact which he made is still felt.

Here is a priest of the Church who came to his vocation relatively late in life, in whose spiritual evolution the strains of war played a great part, and whose present outlook is vividly Christ-centered.

Malcolm Richard MacDonald is a native of southern California. He was born in Riverside in 1913. He attended Harvard School, a preparatory school for boys operated by the Diocese of Los Angeles. There

followed four years at the University of Southern California, and the granting of an A.B. degree in 1934.

But eighteen years were to elapse before the A.B. from U.S.C. was supplemented by the B.S.T. from New Haven's Berkeley Divinity School. During some of those years he was a salesman of building materials, during others he operated his own ready-mixed concrete business, and during still others he was a Marine, not in the famed foot regiments but in the equally tough air arm.

The Marine air force was strongly engaged in the successive assaults on Japanese-held islands. The War was savage enough in all theatres, but in the Pacific it had its own peculiar intensity, one reflected in the great volume of vivid writing about it. The horrible contradictions of war were present in all their brutal and puzzling strength, and pressed for answers, or, perhaps, for the one answer. In arriving at his final affirmation, Malcolm MacDonald was moved by a number of forces: the religious lessons which he had learned during his impressionable years at an Episcopal school; the shortage of chaplains in the armed forces, since it pointed toward a general lack of young men in the Episcopal ministry; and, more importantly, he was impressed by the differences in behavior between the men in our forces who had a faith and those who had not. This difference was observable both in combat and out of it.

The outcome was that a good decade-and-a-half later in life than is the case with most men, Mr. MacDonald decided that the best use of his life would be in service to his fellow men through the ministry of the Episcopal Church.

It was obvious on ordination that here was a young man with a talent for the missionary field. His first assignment was to Panama and the Canal Zone, and the responsibility was a triple one. He was appointed vicar of the Church of St. Andrew at Cocoli; vicar of the Church of St. Stephen at Porto Armuelles; and Chaplain of the Church of the Holy Comforter at the Palo Seco Leprosarium. Then came the invitation to become rector of Grace-St. Luke's Church in Memphis, a lively parish in a city noted at one and the same time for the mellowness of its older order, and the challenging frontiers found in its newer manifestations.

At the Institute, Mr. MacDonald introduced himself to his audience as the "bottle man" for, he said, he was known by this appellation throughout his parish and throughout the Church. He was firm in his praise of the Institute, pointing out that the picture in the minds of many was of a mission of the store-front type, though the exact opposite was true.

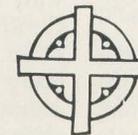
"I have never been so impressed by anything in so short a time," he said. But it was the religious motivation and atmosphere that drew his warmest commendation.

"An outstanding example of Christianity at work," he said. "At the center is the Chapel, from which all else emanates. The spirit of Christ is overwhelming."

The entire staff drew strength and inspiration from the tall visitor from Tennessee who still shows in his erect carriage a vestige of his Marine training.

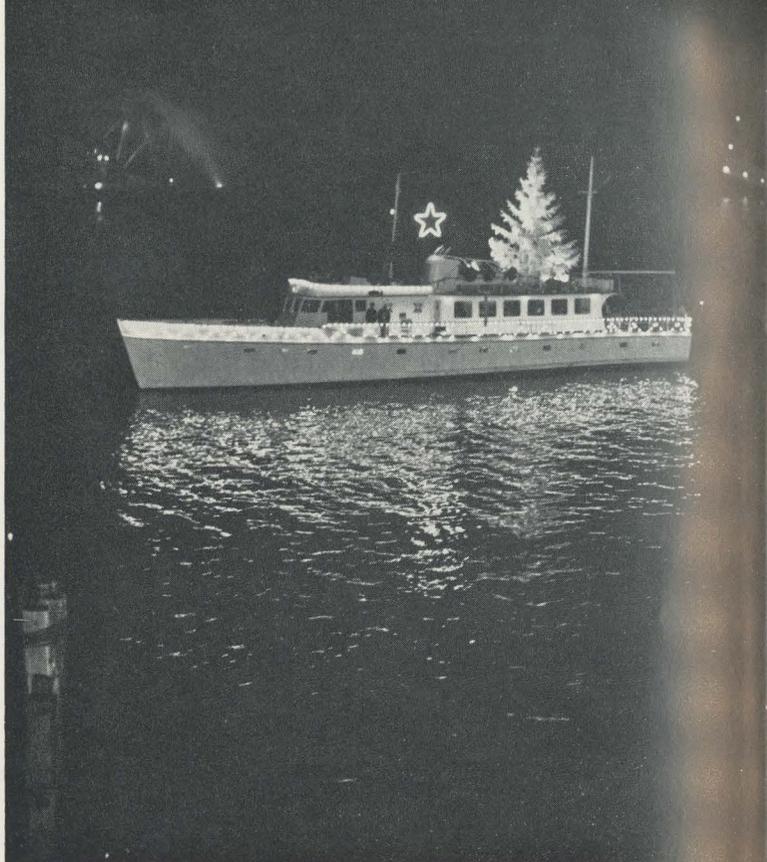
For him the Welcome flag will always fly.

— J. S.



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The Valkyrie, a "Christmas ship" since 1949.

Photo by Williamson

MANY MEN in many ways have kept Christmas merry — through adversity, in war and depression, in remote sections of the world. And wherever they are, light, the symbol of hope and life has been an important part of their celebration.

However, in Seattle, Washington, on the west coast, and in Cape May county, New Jersey, on the east coast, the symbol of light is used in two of the most unique Christmas-season features in the nation.

In 1949, Paul V. Brown, city superintendent of parks in Seattle, originated the idea of a Christmas ship to herald the coming of the Yule season. Ever since, Santa

Claus has made his annual appearance in Seattle from the sea instead of by means of the conventional sleigh and reindeer.

The 106-foot yacht, *Valkyrie*, has served as the Christmas ship during the many years of annual Pacific Northwest holiday cruising and will serve as the Christmas ship again this year.

The sleek white ship, brightly decorated with multi-hued lights, and a towering Christmas tree, moves slowly along the shore of Lake Washington, pausing at many of the city's parks to serenade uncounted thousands with a live orchestra, chorus and organ music, all amplified by

big loudspeakers mounted on deck.

Escort cruisers are specially rigged with sleigh and reindeer for the occasion. Nobody tries to count the number of persons who enjoy the Christmas ship's annual sailings — she's on the job for a week before Christmas Eve. Since Seattle has seven hills, its citizens and visitors have an amphitheater view of miles of salt water, plus the great ship canal which bisects the city to connect Puget Sound with many more miles of deep water lakes.

The Seattle Civic Christmas Ship Committee works out plans and financing. Norm Berg, the *Valkyrie's* owner, donates her services to the city. Local oil companies provide fuel. Crew members and musicians give their time. The city park and light departments provide sound and lighting equipment. Many private individuals and business firms make cash donations to handle other costs of the Christmas ship sailings.

Community Christmas trees are set up on the beaches and huge bonfires greet the Christmas ship at nearly every stop. As each shorebound crowd greets her with fireworks and answering carols, the Christmas ship displays her dazzling lights. And after each hauntingly beautiful performance, listeners in homes and automobiles "applaud" the *Valkyrie* by winking and blinking their lights at her as she lifts anchor and sails away.

On the east coast, Chris Montagna, who operates a fleet of sightseeing craft during the summer season in New Jersey's Cape May county resorts has, during recent years, started trimming the masts of one of his craft with hundreds of twinkling lights. The Jersey Cape Christmas ship remains tied at her dock, but attracts thousands of motorists entering and leaving the coastal resort island area.

Almost any community near open water could easily duplicate the Christmas ship project. Meanwhile, the Christmas ships of Seattle and Cape May are fast becoming one of the finest traditions of cities which had their beginnings and derive most of their greatness from the sea.

— CHARLES V. MATHIS

The
BOOKWATCH

TUSITALA: *The Story of A Remarkable Voyage in the Last of America's Square-Rigged Ships.* By Roland Barker. 192 pp. Norton — New York, 1959. \$3.95.

For the sea buff whose fancy turns to square-rigged ships (as whose doesn't) this book is a must! In loving detail it describes the last commercial voyage of an American windjammer. It is also a loving tribute to Captain James P. Barker, master mariner, and a veteran of 41 Cape Horn passages in square-rigged ships.

The time is 1928, and the vessel is the *Tusitala*, named for R. L. Stevenson, "teller of tales." Sold to a tycoon of the steel industry who conducted its operations as a hobby, but nevertheless in accord with strict profit and loss standards, it made the run from New York to Honolulu with a cargo of chemical fertilizer for the pineapple fields. From Hawaii it cut across to Seattle in ballast, and from Seattle to Baltimore it carried a cargo of magnesite ore. The final leg from Baltimore to New York was in coal ballast. In all, 8 months.

The author, son of Captain James, shipped as third mate. It is his opinion that for making real seamen, sail is superior to steam. Also, that "aboard a sailing ship one is closer to God and His elements than a steamship man can ever be."

The book is replete with the sights, sounds, and smells of a sailing ship, all with the sad quality of "hail and farewell." "We sailed with a soft, long-drawn sighing, as the foaming waters rushed past us. High aloft, gear fretted rhythmically against masts and stays, and the sound of the breeze humming in the rigging was like soft music in our ears."

"One morning two vessels . . . ran their colors aloft and dipped them in salute . . . Their decks were lined with men who perhaps envied us and realized that never again would it be their good fortune to gaze upon a square-rigged ship at sea."

— J. S.



Photos by Warman

Christmas Room Special, 1959 — For Seawomen

SOMETHING new has been added this year to the Institute's Women's Council's Christmas doings — the ladies have knitted an original creation: warm and stylish shawl-sweater-scarf combinations called "shoulderettes" that will be included in gift boxes for more than one hundred seawomen aboard ship and in hospitals this Yule season. Shipboard jobs for women include cooks, stewardesses and radio operators. Mrs. Jack Keating, supervisor of Christmas room volunteers (above), models one of the pastel-colored creations, assisted by Mrs. Grace T. Chapman, executive secretary of the Women's Council. Mrs. Lester Butler, volunteer packer is busy at her duties.

In all, over 7,000 gift packages — a new high — will have been packed and delivered by Christmas Eve to seamen whose ships have left New York harbor, who are in hospitals in the New York area or who reside at the Institute. In round figures, these amount to 4,800, 1,200 and 1,000, respectively. 1,000 foreign seamen are included in these figures. To achieve this, during the year 1,200 knitters all over America have completed 13,000 garments (sweaters or caps and scarves or sox) that were packed with other items (left) by 125 New York-area volunteers. Not a bad job, eh Santa? And to all, A Very Merry Christmas!



Mrs. Chapman displays an Institute Christmas package along with some of the items that go into it: hand-knitted clothing, candy, mirror, sewing kit, diary, pocket clothing brush, grooming kit, pocket book, writing paper and ball pen, and greeting card with

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Honorary Member of the Institute

JOHN MASEFIELD

DIRECTOR

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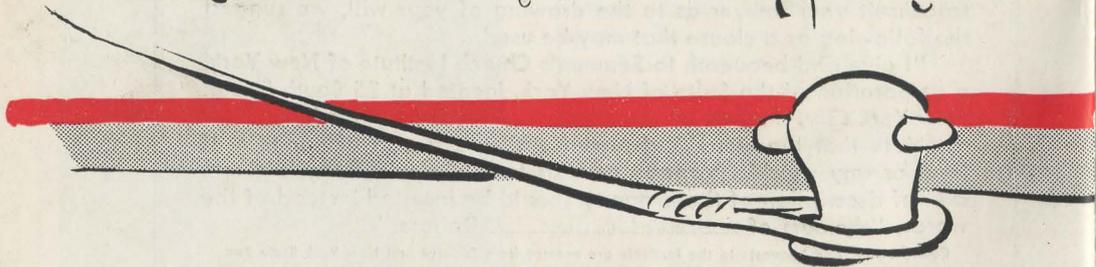
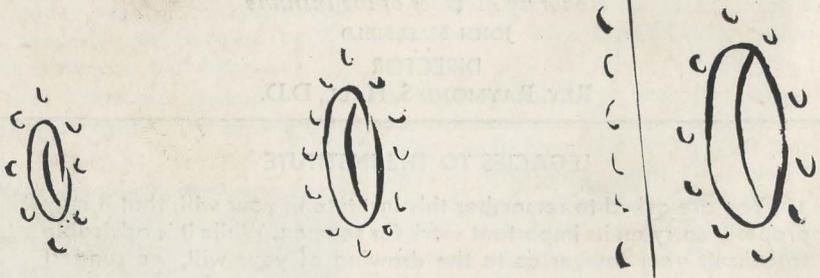
LEGACIES TO THE INSTITUTE

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 Tax.



Season's Greetings