

THE LOOKOUT

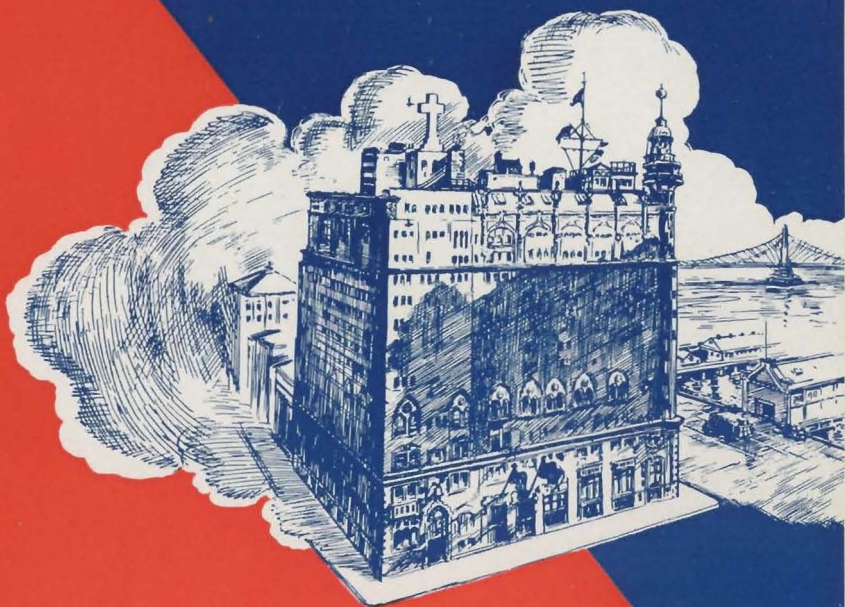
VOL. XXXV

APRIL, 1944

NO. 4



1844



1944

SEAMEN'S CHURCH INSTITUTE of NEW YORK
THE YEAR 1943 IN REVIEW

Sanctuary

Prayer for the Seamen's Church Institute of New York
issued by the Bishop of New York, Dr. Manning

O God our Father, Lord of the earth and sky and sea, Whose footsteps are in the great waters, we ask Thy blessing upon the Seamen's Church Institute of New York in its unceasing work for the help and welfare of the seamen.

We thank Thee for all that the Institute has accomplished in the years that are past, and we pray that its work may be carried forward through the years to come.

Raise up, we pray Thee, generous benefactors and supporters of this work done in the Name and Spirit of Thy Church.

Give to those who serve on the staff, and to all who are connected with the Institute, faithfulness, devotion, and wisdom, in the performance of their duties.

And we ask Thy Divine help and blessing for the seamen. Be with them wherever they may be. Watch over them in the hour of peril. Sustain and uphold them in the great service they are giving in the cause of Right and Freedom, and guide them ever in the ways of uprightness and truth, through Christ, Thy Son, our Lord. Amen.

The LOOKOUT

VOL. XXXV, APRIL, 1944

PUBLISHED MONTHLY

by the

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

CLARENCE G. MICHALIS

President

THOMAS ROBERTS

Secretary and Treasurer

REV. HAROLD H. KELLEY, D.D.

Director

MARJORIE DENT CANDEE, Editor

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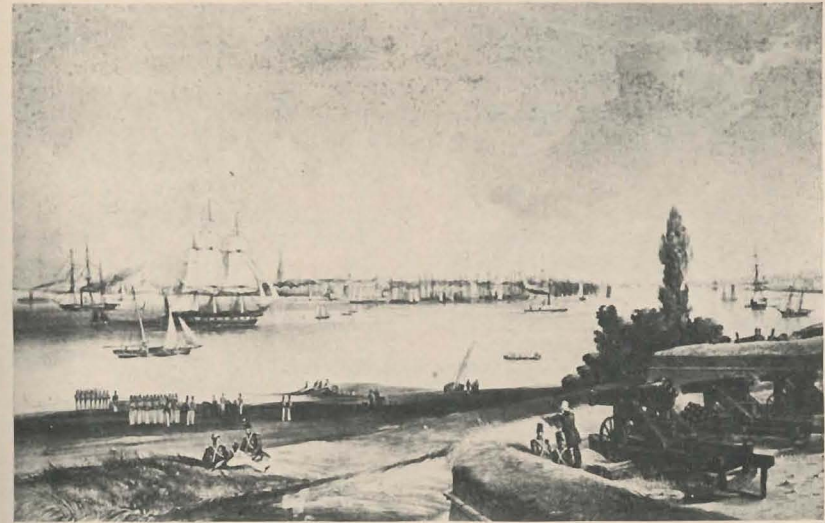
25 SOUTH ST., NEW YORK, N. Y.

Telephone BOWling Green 9-2710

Cover Drawing by Howard S. Zoll

The 1944 Waterfront Photographs published in this issue were taken by Marie Higginson and Lawrence Thornton with the kind permission of the U. S. Coast Guard.

Then and NOW . . .



From a Sketch by F. Catherwood

Engraved by Henry Papprell
Erie Collection, N. Y. Public Library

OLD NEW YORK AS SEEN FROM FORT COLUMBUS, Governor's Island, in 1846

This is the way the harbor looked when the Floating Church of Our Saviour was towed up the East River by the side-wheeler *Hercules* to Pike Slip.



Photo by Lawrence Thornton

THE SAME VIEW—1944—from Fort Jay, Governor's Island

NOTE: This enlarged issue of THE LOOKOUT, in honor of the 100th anniversary of the incorporation of the SEAMEN'S CHURCH INSTITUTE OF NEW YORK, is made possible by advertising. Please see Pages 41 through 64 for the names of our maritime neighbors who cooperated on this Centennial Number.

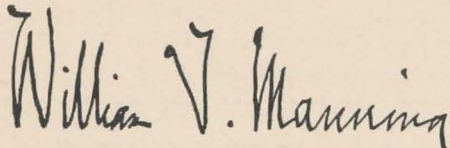
Diocese of New York
Office of the Bishop
The Synod House
Cathedral Heights, New York City

As Honorary President of The Seamen's Church Institute, and also as Bishop of the Diocese, I send my warmest congratulations and good wishes to the Institute upon the Centennial Celebration of its Incorporation which is to be observed on April 12th.

It has been my privilege to serve as a member of the Board of Managers since 1908 and, with all my heart, I rejoice in the magnificent work which the Institute has done since it began as a small floating Chapel, and in the splendid development of the work under your supervision as Director. The help given by the Institute daily to the seamen of our own Country, and of our Allies, in this time of War gives all of us cause for deep satisfaction and thankfulness.

On this Anniversary I most warmly congratulate the President, the Board of Managers, and all who are connected with the work of the Institute upon its splendid work in the Name of the Church for the seamen who, with such courage and sacrifice, are doing their great and vital part in this World Struggle for Justice, Liberty, and Humanity, I am,

Faithfully yours,



WILLIAM T. MANNING

*One Hundreth
Anniversary
Congratulatory
Messages*

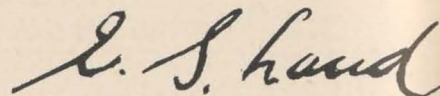
United States Maritime Commission
Washington
Office of the Chairman

As Chairman of the United States Maritime Commission, I am pleased to express my hearty greetings to Seamen's Church Institute of New York on its Centennial celebration. A century of serving the welfare of merchant seamen is a worthy record and deserving of high praise. Since 1844 the Institute has grown from a small floating chapel to the largest shore headquarters in the world for merchant seamen of all nations, races and faiths.

The Institute as a haven is of inestimable value to the men of the Merchant Marine. Such a service not only contributes to the maintenance of morale among our seamen while they are delivering the goods to win the war, but also engenders understanding between nationals who are working shoulder to shoulder for a victorious peace.

I congratulate you on your fine work, and am thoroughly in accord with the many beneficial activities which you have adopted for the men of our Merchant Marine.

Sincerely yours,



E. S. LAND,

ABINGDON,
ENGLAND

The White House
Washington

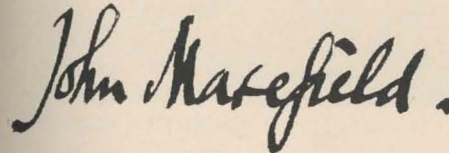
As one of the many thousands who have been helped by the Seamen's Church Institute, I most gladly accept your invitation. Can it really be, that the Institute, so young in spirit and so vigorously growing, is now a hundred years old?

Well, may it have many, many most happy and most prosperous returns of such a Birthday.

It is said of wars and other manifestations that the first hundred years are always the worst. May it be so with your Institute, and may the coming years bring you ever increasing help in your task, of lightening the lot of seamen.

May your anniversary day be full of happiness, and your future full of glory.

Yours sincerely,



JOHN MASEFIELD

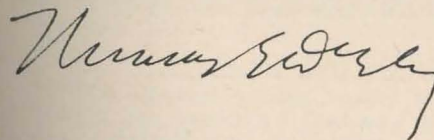
State of New York
Executive Chamber
Albany

It is a pleasure to express what I feel about the splendid work of the Seamen's Church Institute of New York, representing as it does not only the City but the State.

May I congratulate you and the other officers and workers of the Institute upon the services they have rendered to the seamen of the United Nations. You have earned the gratitude not only of the mariners you have benefited but of the country at large. The help you have given to the survivors of torpedoed crews has been such as to warm the heart of everyone who has heard about it.

May the Seamen's Church Institute long continue and extend its magnificent record of service.

Sincerely yours,



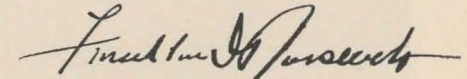
THOMAS E. DEWEY

My hearty congratulations on the centenary of the Seamen's Church Institute. I count it a distinct privilege to have been associated officially now for many many years with this noble work.

The completion of one hundred years of useful service must not cause us to rest from our labors. We shall recall with satisfaction all that has been accomplished through ten decades, but the principal lesson of this is that we must rededicate ourselves to renewed activity and to greater service to our Seamen friends in the years that lie ahead. That is my centennial message.

May God bless and prosper the work.

Very sincerely yours,



FRANKLIN D. ROOSEVELT

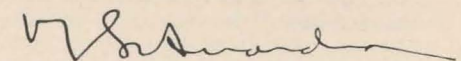
City of New York
Office of the Mayor

For one hundred years the Seamen's Church Institute has been a shining beacon to thousands upon thousands of sea-faring men who have visited New York City. Its hospitality and home-like warmth is well known throughout the world to the men who man our ships and those of our Allies, carrying the sinews of war and supplies to our far-flung battlefronts.

The spirit that pervades the Institute is the Christian philosophy, the eternal message that has come down through the ages, showing us the way to a fuller life and a better world for all mankind.

New York City is justly proud to have such a spot to care for the spiritual needs and material comforts of the Merchant Marine. As long as ships ply the seven seas, your lookout will be on the watch to welcome them home and to see them safely off for the outward voyage when they weigh their anchors.

Congratulations for the work that you have done and for the work that you will do in the future.



F. LaGuardia



Drawing by W. H. Bartlett
From "American Scenery"

Engraved by R. Wallis

NEW YORK BAY from the Telegraph Station, 1840

This station was established in 1821 by the Black Ball Line and other ship owners and was used, when bad weather held the ships off Sandy Hook, to signal to the Battery where a watcher, with a telescope, could read the semaphore message.

From the Dun and Bradstreet Collection

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N. Y. Daily News Photo

NEW YORK BAY AND THE NARROWS, 1944

Showing the lower bay and an outgoing convoy, sailing through Ambrose Channel, named for John Wolfe Ambrose who had it surveyed and dredged in 1899 so that larger vessels could enter New York Harbor. Room 1145 at the Institute is in memory of Mr. Ambrose.

The Year 1943 in Review

Based on the Report of the Director at the Annual Meeting, January, 1944

THE test of an institution, like a ship, is when the storm breaks. The SEAMEN'S CHURCH INSTITUTE OF NEW YORK has withstood wars, panics, depressions, and change throughout a century, maintaining its leadership in the social welfare field for merchant seamen. It was built on a foundation strong and true—devoting its entire efforts to the "moral, spiritual and bodily welfare of seamen ashore", and meeting their changing needs, and has grown to be the largest home, hotel and club in the world for active merchant seamen of all nationalities.

This Report of the activities and services for 1943 presents another impressive chapter in its long record of service. Geared to meet emergencies, the Institute welcomed thousands of seafarers to its building at 25 South Street. It enlarged its recreational facilities, it expanded its educational services to meet the ever-growing demand for trained navigators and marine engineers; it cooperated on various projects with Government agencies, particularly the U. S. Maritime Commission, the U. S. Coast Guard, the U. S. Navy and the American Red Cross; it participated in discussions and activities relating to seamen and their place in community life and in the post-war world, particularly the National Association of Seamen's Welfare Agencies, the Propeller Club of New York, the Welfare Council, and the Greater New York Fund.

The Summary of Services on Page 80 will indicate the large

volume of services rendered to seamen which contributed to their comfort, self-respect and morale.

Events of the Year

One of the sad events was the death on April 5th of Mrs. Janet Roper. For fifty-four years she had ministered to merchant seamen, her last twenty-eight here at "25 South Street". As their friend and confidante, she justly earned the name of "Mother", as thousands of seamen affectionately called her. The inspiration of her character and steadfastness will long endure in the Institute.

The U. S. Maritime Commission named a Liberty ship in her honor, which was launched from the Bethlehem-Fairfield Shipyard in Baltimore on June 26th, and is now operated by the International Freighting Company. Her officers and crew have completed two long voyages delivering vital supplies to the combat fronts. The Conrad Library supplied the crew with 200 books on each trip, and under the Central Council women volunteers packed "Bon Voyage" and Christmas packages for every seaman aboard.

Janet Roper Club Opened

One of the major events of 1943 was the opening on September 8th of an uptown club for merchant seamen, under the management of the Institute. Appropriately named the Janet Roper Club, it is housed in the former Library and Art Gallery of the late Thomas Fortune Ryan at 3 East 67th Street, whose grandchildren turned it over, completely renovated and equipped, to the

Then and NOW . . .



Gleason's Pictorial

Whitehall, South and Staten Island Ferries, 1853



Photo by Marie Higginson

Whitehall and South Ferry, 1944
Sailortown opposite the 3rd Avenue "L"

Institute. Here, seamen bring their wives, children, mothers and girl friends, and enjoy its pleasant, homelike atmosphere with music, dances, games, books and simple refreshments provided. Volunteers, many of them wives or mothers of seamen, supplement the professional staff.

Sailors' Day Service

Another outstanding event was the annual Sailors' Day Service which was held on November 7th at the Cathedral of St. John the Divine through arrangements with the Bishop of New York. Nearly 1,500 merchant seamen, American and Allied, including 1,100 uniformed trainees and cadets from the Maritime Schools and Academies, together with clergy, consuls, shipping and seamen's welfare officials marched into the great Cathedral and participated in a most inspiring service with a sermon by the Institute's Director, emphasizing the prime place of religion in character-building activities for seamen.

Another event was the dedication on June 24th by Bishop Manning of the Chantry of the Holy Comforter, at the entrance to the Institute's Chapel of Our Saviour. Thus is continued the name of the second floating church and the later brick church on land, which long served seamen on the North River front.

On Maritime Day, May 22nd, which commemorates the first transatlantic voyage under steam by the steamship *Savannah* in 1819, the Institute participated in the New York ceremonies by holding a Chapel service with prayers read for the merchant seamen lost at sea during the year.

U. S. Coast Guard Graduation

An event of especial interest was the graduation on December

1st of 75 Coast Guardsmen from the Merchant Marine School. These men were tutored for eleven weeks during which time they resided at the Institute. The entire class passed the Marine Inspection examination for a Third Mate's license, 46 also received commissions as ensigns, and the remainder advanced as petty officers or to warrant officers. The high average attained by these men, (ranging in age from 22 to 55) in the government examinations reflects great credit on them and on the teaching methods of the School's skilled instructors.

The School also instructed men for deck and engine licenses in the U. S. Merchant Marine and for Panamanian and Scandinavian countries, and the certificate of the School in some cases was accepted as the basis for granting officers' licenses. Various free courses including those for high school boys were financed by a Charles Hayden Fund grant. **A total of 2,619 lectures were given**

A Century of Progress

When the Institute's Floating Chapel was completed 100 years ago, its directors soon saw the need of establishing a shore station where seamen's *money, mail* and *baggage* could be protected. By 1854 the Society had amended its charter to build or rent lodging houses, and the records show that several hundred seamen used the facilities provided. As an indication of the tremendous growth of the Institute, during 1943 its Hotel Desk recorded **366,864** lodgings and its Baggage Room handled nearly 180,000 pieces of seamen's baggage. Its Seamen's Funds Bureau, distinctly not a bank, received wages for protection or forwarding, having 13,222 transactions with seamen who hail



Floating Church of our Saviour moored at Foot of Pike Street, East River, 1844
Consecrated February 20th, in use until 1866

"AT THE MERCY OF THE ELEMENTS"

The occasional discomforts of this unique church may be imagined. Chaplain B. C. C. Parker notes on September 29, 1844, "Twelve persons communed in the midst of the terrific gale, which made so much motion & the rain so much noise that I found it difficult to be heard and to stand up at times"; and on February 28, 1847, he observes that he had "a full attendance of seamen but the Church had a very uncomfortable motion owing to a high wind. Many were seasick and went out."

Built at a cost of little more than \$4,000, heated by stoves and lighted by oil lamps it constituted the entire property of the Society for Seamen. Its staff was composed only of the missionary, Mr. Parker; the sexton, James G. Rowe; a boy to blow the organ, at twenty-five cents a Sunday.

from 48 States and 57 countries. The U. S. Post Office at the Institute handled about a half a million pieces of seamen's mail.

Ship Visiting

In earlier years of the Institute's history it owned two boats used for ship visiting, the "*Sentinel*", which supplemented the work done in the third Floating Chapel, and, later, the "*J. Hooker Hamersley*" which met the ships and brought crews ashore—thus combatting the crimp menace. Today, the Ship Visiting Service, with six visitors, uses station wagons instead of boats, and covers the entire waterfront from Erie Basin to New Jersey, meeting ships at the pay-offs, taking magazines, books, Christmas packages, etc. to ships' crews, aiding toward thrift by receiving wages for safekeeping and transferral to savings banks; selling Travellers' Cheques and War Bonds. This service helps immeasurably to prevent loss or theft of seamen's wages. **During 1943 2,439 visits to ships were made.**

Conrad Library

Reviewing the year in the Conrad Library, a superb and expanding service was the supplying of books to seamen for shipboard reading, a bulwark against the strain and hazards of sea life. To satisfy reading appetites ashore, the extended Library schedule, until 9 P. M., was continued by a corps of professional Librarian volunteers. With 9,000 volumes and 18,819 readers, the Library justified its claim to be the largest shore library for merchant seamen in the world. **A total of 12,011 books and 72,776 magazines were sent to ships' crews.**

Dept. of Special Services

The following activities and Bureaus are grouped under the *Department of Special Services*—the name having been changed in 1943 from *Welfare Department*, reflecting the greater independence of seamen, emotionally, intellectually and financially, than in former years, and more accurately describing the Department's activities.

Religious Activities

The Institute has three chaplains, supplemented by the Director, Dr. Kelley, who serve the spiritual needs of seamen; holding conferences, conducting services in the Institute's Chapel of Our Saviour, at the Marine Hospitals and at the Maritime Service Training Station, Hoffman Island, officiating at marriages, funerals, baptisms, and counselling seamen and visiting the sick in hospitals. There was a total attendance of 20,773 at 717 religious services.

The Chapel of the Institute benefited this last year by its own Altar Guild, established by women under the Central Council. Noonday organ recitals by the Institute's organist attracted seamen who appreciate music.

The *Personal Service Bureau* does a variety of things for seamen such as meeting hospitals' requests for blood donors; advising on naturalization; securing hospitalization or care in convalescent centers, maintaining a master list of seamen lost by enemy action, a total of 50,656 services rendered.

The *Missing Seamen's Bureau* founded by Mother Roper, continues to function in her friendly spirit under her devoted associates. 380 Missing Seamen were located.



Photo by Lawrence Thornton

1944—This is what you will see today at the foot of Pike Street, East River, the site of the original Floating Chapel

The Oyster Boat "George M. Still" is now moored at this location, and has been ever since the Institute's 3rd Floating Chapel was towed away in 1910.



INTERIOR VIEW of the FLOATING CHURCH of OUR SAVIOUR for SEAMEN

1844

From a print in the Edward W. C. Arnold Collection (Museum of the City of New York)

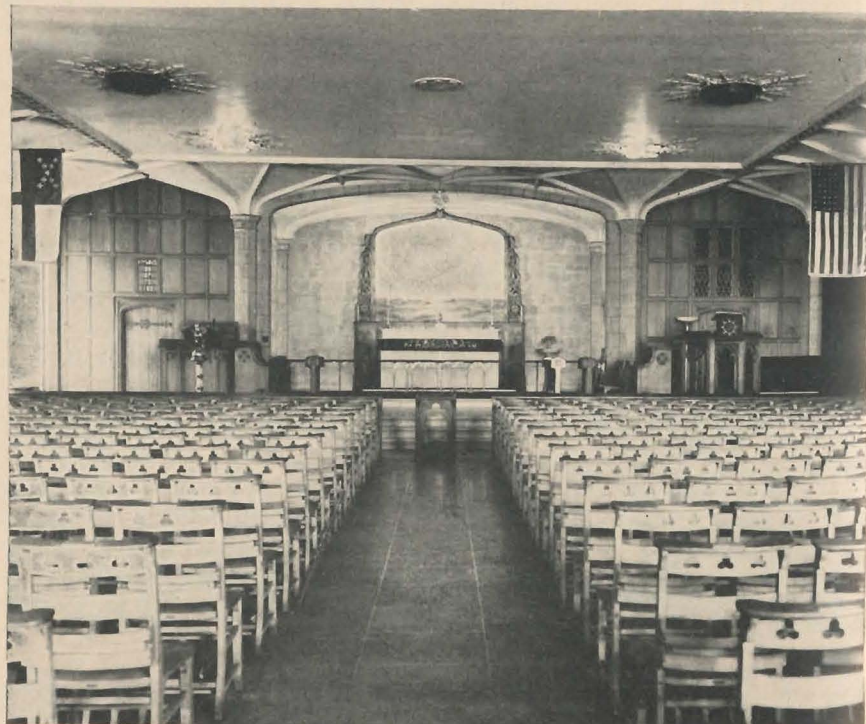


Photo by Lawrence Thornton

Chapel of our Saviour, 1944, Seamen's Church Institute of New York, 25 South Street—Dedicated May 22, 1930. Altar painting by Gordon Grant

The *Sloppe Chest* gave out 6,023 pieces of clothing and 2,122 knitted articles and 1,820 Bon Voyage packages.

The *Credit Bureau* is used by seamen who need temporary financial assistance, chiefly loans for lodgings and meals. Other types of aid were given, for example, to assist a barge captain in stocking his shelves with provisions; to help a seaman get his baggage, via cab, to a ship about to sail; a cash loan with which to purchase an artificial eye, etc. Many long-standing loans have been repaid, for seamen prefer to be self-supporting and to reestablish their credit for the next "rainy day" in shipping. 12,186 Credit Loans were made to 5,526 individual seamen.

The *Information Bureau* in the main lobby was reopened and staffed with volunteers and one paid worker. This Bureau, an important point of contact, helps to answer seamen's inquiries about the Institute and how to get to ships, theatres, railroad, bus terminals, etc.

The *Institute's Clinics*, on the mezzanine floor, stress preventive medicine and supplement the Marine Hospitals. The Eye, and Ear-Nose-Throat units are financed by the John and Mary R. Markle Foundation. The General Medical Clinic is supported partly through gifts through the Ways and Means Fund. As always, the State Welfare Board inspectors give these Clinics the highest commendation, and letters of appreciation from seamen indicate their effectiveness and the kindness of the nurses and doctors. **3,488 Treatments were given in these Clinics during 1943.**

One of the oldest activities of the Institute is the *Apprentices'*

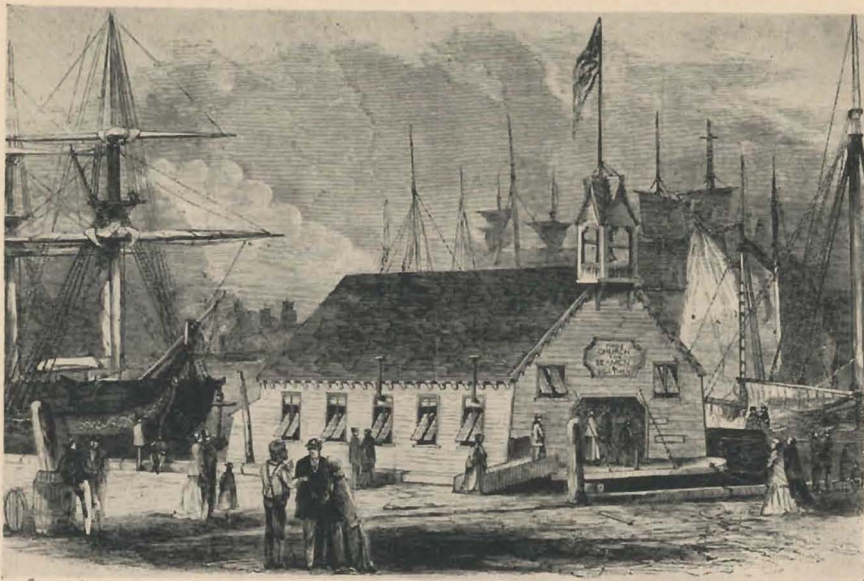
Room, which now fills a variety of needs under the changed conditions of war. Students in the Merchant Marine School, especially Coast Guardsmen, use it for recreation, and for the Maritime Service dances held in the Auditorium it serves as a checking and refreshments room. 14,556 Visits were recorded. Young women volunteers here continue their fine work.

The *Seamen's Lounge*, located at the west end of the third floor Game Room, provides hospitality and games for the seamen of all nationalities, mainly unlicensed, and also for the officers in their club room adjoining. Here also great numbers of volunteer hostesses assist, 75 giving a total of 150,000 hours last year. Large dances are held in the Auditorium for 150 seamen trainees from Sheepshead Bay or Hoffman Island, preceded by dinner in the officers' dining room of the Institute. Carefully selected dancing partners and lively orchestras from the Maritime Stations contribute to the great success of these dances. Such affairs help to acquaint younger men, just entering the Merchant Marine, with the wide variety of facilities available at 25 South Street.

Allied Club Rooms maintained by British, Belgian and Dutch Shipping interests, continued to provide cheerful "homes away from home" for merchant seamen of these nationalities, at the same time offering them the lodging and recreational facilities of the entire building.

General entertainment is provided in the Auditorium, with moving pictures on Monday, Wednesday and Friday nights, vaudeville shows, athletic events and

Second and Third Floating Chapels



Church of the Holy Comforter 1846 - 1868
moored in the North River, foot of Dey Street



The Floating Church of Our Saviour, 1870 - 1910
The Institute's third floating church, moored at the foot of Pike and
South Street. Reproduced from a magazine of the period.

special musical programs. The large Game Rooms continue to attract thousands of seamen to the pool and billiard tables, bowling alleys, checkers, chess and card games. **A total attendance of 125,941 at 371 entertainments is recorded for 1943.** So impressive are the variety and scope of the activities provided that Red Cross workers preparing to establish canteens overseas were taken on tours of the Institute as a part of their basic training course.

The *Employment Bureau* reflected the uptrend in shipping and the man power shortage. Of the 2,550 individual seamen referred to jobs, over 1,400 were new men entering or reentering the Merchant Marine for the duration.

Hotel Desk and Commissary

During a war year like 1943, the high standards of meals served in the cafeteria and dining room were continued despite rationing, food shortages and regulations. Over a million meals were served in 1943. An increase in war service came through a request from the U. S. Navy Armed Guard Gunnery School, training gunners for merchant ships, to serve up to 1,000 meals daily. The Hotel Desk reported a continual shortage of rooms, as a result of the ever-expanding Merchant Marine. The Night Manager, a veteran employee reports: "We have been sending our overflow to a neighborhood hotel and from what we hear from these seamen, the rooms are all right for a night or two but they prefer the Institute where all their friends are". Quoting him again, "The spirit of our seamen is a wonderful inspiration to all of us. They have a job to do. They have dedicated their lives to this

job. The dangers they have to face are a secondary consideration. They go through these dangers. They come on shore—have a good time according to their own code and go again to face those dangers without hesitancy and without the slightest sign of fear."

This Report includes the distilled essence of 33 very detailed reports to the Director from Department and Division executives. Space permits only brief mention of many essential "behind the scenes" services such as the Engine Room, where all the building's heat, light and power are generated; the Service Division which keeps the acres of floors clean despite help turn-over. made beds 366,864 times during 1943 and laundered 1,380,000 articles; and the General Stores which received and stored about 400 tons of supplies—all essential to the efficient running of the Institute; the Accounting and Purchasing under the Business Department whose paper work was greatly increased by new Government report requirements.

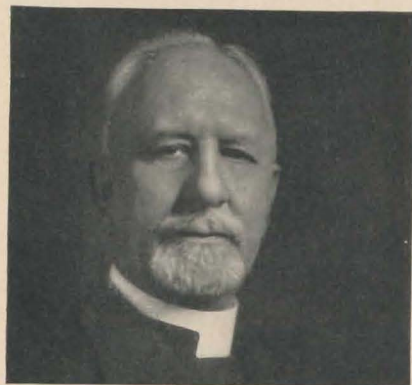
Long Tenure of Staff

The war has seen many changes in the staff at the Institute. Twenty-eight have joined the Armed Forces, some have already returned to their old jobs after being honorably discharged, and several have re-entered the Merchant Marine. On the other hand, the constancy of more than 60 who have been employed here from 15 to over 30 years is proof that they like to work in an organization devoted to the comfort and welfare of the Merchant Marine.

The Board of Managers of whom eight are serving in the Armed Forces, also has a record of long service to the cause of seamen. Three present members are



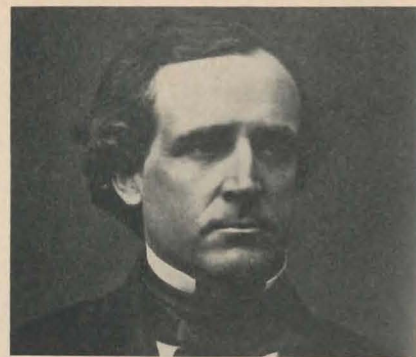
REV. BENJAMIN CLARKE CUTLER PARKER
First Missionary of the Society in charge of the East River Station and of the First Floating Church of Our Saviour 1843-1859.



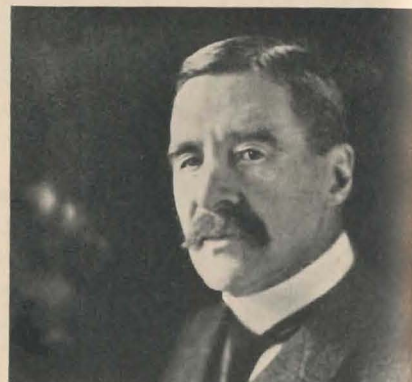
REV. ARCHIBALD ROMAINE MANSFIELD, D.D.
Chaplain of the Floating Church of Our Saviour 1896
Superintendent, the Seamen's Church Institute of New York, 1910-1934
Died February 11, 1934



REV. HAROLD H. KELLEY, D.D.
Director of Seamen's Church Institute of New York, 1934—



GEORGE NORTON TITUS,
one of the originators of the idea of the Floating Churches, and one of the incorporators and a lay Vice-President from 1843 to 1845.



EDMUND LINCOLN BAYLIES
Manager 1885-1932
First Lay President 1913-1932
Died 1932
An Outstanding Representative of Many Loyal and Devoted Laymen



CLARENCE G. MICHALIS
Became a Member of the Board of Managers, 1924
Elected Vice-President, 1926
President, 1932—

of the third generation to serve: Frederick Cummings, Colonel J. Mayhew Wainwright and Frank T. Warburton, and there are eleven father-son members. Twenty of the Board have served twenty years or more, including our President, Mr. Michalis, earning the Diocesan Convention certificate awarded by Bishop Manning to Board members of Diocesan institutions of which the Institute is the second oldest. Bishop Stires, Judge Hand and Mr. Satterlee have served forty-one years, Mr. Brown forty years, Bishop Manning, President Roosevelt and Mr. Wheeler thirty-six years, and Mr. Orme Wilson, thirty-three. Their tenure of office covered the erection of the Institute in 1912 and of the Annex in 1929, the weathering of the economic and shipping depression, and now of another war.

Financial

The steady reduction of the \$1,375,000. debt of 1929 on the Building Annex to \$100,000. is gratifying. Because 1944 is the Centennial of the Seamen's Church Institute of New York as a corporation (a status preceded by ten years of less formal missionary and exploratory activity) it is hoped that during our 100th year of service the building debt may finally be erased. If desired, *Centennial Fund* gifts may be made for specific memorials (See Page 81) or may be unrestricted.

Gifts to the *Ways and Means Fund* for the year increased, which helped to offset greater costs of supplies such as coal, repairs and alterations, food, etc. Red Letter days increased from 14 to 24 in 1943, sponsors contributing the difference between earned and special income (seamen paid nearly 80% of the operating cost for meals, beds, etc.)

and the total operating cost. Gifts to the *Holiday Fund* enabled the Institute to serve 1473 Thanksgiving and 1109 Christmas dinners.

Contributions by both landsmen and seamen to the *Janet Roper Memorial Fund* helped to finance the Missing Seamen's Bureau and the master list of seamen lost by shipwreck and enemy action. Voluntary gifts to the *Chapel Fund* have endowed Memorial flowers on the altar for many Sundays. The Board sincerely appreciates the loyal and generous support of all those who helped to finance these activities.

Central Council

Eleven associations of the Central Council and ten national organizations and many church auxiliaries contributed a total of 15,987 woolen garments, knit from a ton and a half of wool. Women volunteers packed 6,328 Christmas boxes, valued at \$3.00 each, 1,200 being given to seamen lodging at the Institute, and the remainder placed aboard ships for Christmas Day opening at sea, and distributed through hospitals and to Maritime Service trainees. The Council also distributed 1,799 Bon Voyage packages (containing knitted articles) to individual seamen shipping out. The boxes, like other gifts to the Institute, came from all over the country, emphasizing the interest in the Merchant Marine and the desire to pay tribute to the bravery of these seafarers.

A New Century Begins

And now the Institute is on the threshold of a new century of service. It faces the future with full faith, ready to lead in bettering the life ashore of the men who

Time's Changes on South Street



Harper's Weekly

South Street looked like this in 1878. "25 South Street" was directly opposite the Erie Railroad Pier and was at the extreme left foreground of this quaint old print. Note the numerous sailmakers' signs, the flour barrels along the docks, the sailing vessels with their bowsprits nosing over the cobblestones and the Brooklyn Bridge in construction.



Photo by Lawrence Thornton

South Street 1944 showing the main entrance of the Seamen's Church Institute of New York, and in the background the Erie Railroad Pier and Barge Terminal. The tree at the extreme right is in Jeannette Park, the filled-in land of Coenties Slip.

go "down to the sea in ships". It is continuing to do its share to hasten the day of victory and peace, and it is planning and preparing to be of service during the inevitable period of transition from war to peace. By so serving, it will strive to prove worthy of

that Christ whose Cross tops the building of the Seamen's Church Institute of New York.

REPORT COMMITTEE

ALEXANDER O. VIETOR, *Chairman*
CHARLES H. MARSHALL
WILLIAM WINTER

Street of Ships*

EVERY seaport has its nautical thoroughfare, its Sailortown which, like a magnet, attracts ships and seamen. But *South Street*, which starts at the curving tip of Manhattan Island and winds its way among the teeming wharves almost to the Williamsburg Bridge, has been fondly regarded for generations as the "Street of Ships". As well known to seafarers as 10 Downing Street is to diplomats, Number 25 South Street, an address used by several hundred thousand merchant seamen and recognized on all the seven seas as the headquarters of the Seamen's Church Institute of New York, celebrates in April the centennial of its incorporation.

South Street has seen the growth of marine transportation from Colonial merchantmen to streamlined ocean liners. Keeping pace with progress in the physical and mechanical aspects of ships has been the gradual improvement in the living and working conditions afloat and ashore for merchant seamen so that today the vicious practice of shanghaiing sailors is only a memory and crimping is an obsolete term. New York has changed from what was called "the worst seaport in the world"

to the best. Shipowners and unions work together to help win the war, the public is sea-minded, and seamen better educated. Yet when steam gradually replaced sail, the exploitation of seafarers might have persisted had it not been for the pioneering efforts of the Seamen's Church Institute of New York which has now maintained for a century an untiring vigilance in behalf of merchant seamen of all nationalities.

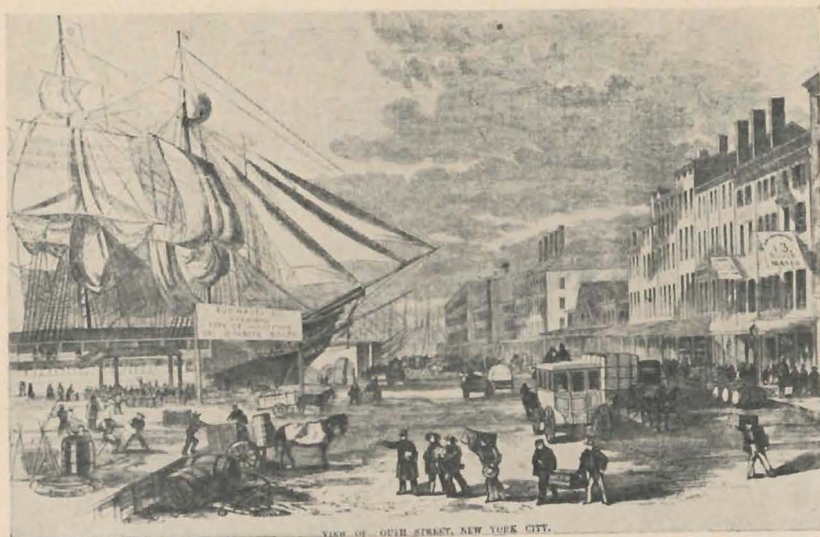
How It Began

It all began on South Street, 100 years ago, at the foot of Pike Street, where, anchored in the East River was a Floating Church, a "tasteful Gothic edifice", according to a magazine of that period, "erected on the deck of two boats, of 80 tons each, well coppered and graceful in her motions on the water. It is 76 by 36 feet, with turrets, a spire, buttresses, and a bell, and there is a fine-toned organ . . . but why separate this interesting class of men from the rest of our congregations?"

"The sailor, seldom on shore, has some pride. His best suit of clothes, is not always a good one. If in a fine church, with a well-

* Excerpts from an article in "The Nautical Gazette".

By MARJORIE DENT CANDEE



VIEW OF SOUTH STREET, NEW YORK CITY.

A view of South Street above Wall Street in the 1860's looking toward Whitehall. Note the lumbering stage coach in the center and the tall masted sailing vessels. Fulton Street Fish Market is in the right foreground. Along this street the ancestors of present members of the Board of Managers and contributors to the Institute conducted their businesses: Augustus A. Low, ship merchant, at No. 33 Burling Slip; Grinnell, Minturn & Company, merchants, at No. 78 (part of the land on which the Institute now stands is held under a benefaction of Robert Bowne Minturn (1805-1866) the founder of this firm.); Augustus Whitlock & Company, ship chandlers, at No. 46 (who are now the Whitlock Cordage Company); Schermerhorn, Banker & Company, ship chandlers, at No. 41 (Mr. Schermerhorn was the great great grandfather of Colonel Arthur Schermerhorn, a member of the Institute's Board of Managers); Elias and W. Herrick, flour merchants at No. 23 and Wetmore & Cryder at No. 73. (Mr. Wetmore's family gave the Officers' Dining Room to the Institute.)



Photo by Lawrence Thornton

South Street, 1944, looking north from Whitehall Street

dressed fashionable congregation, he does not feel at home there. In this floating church he knows he has a home. If lands-folk are there, they are the strangers, not he". Another magazine of 1844 describes the floating chapel, (the predecessor of the present Chapel of Our Saviour which is located on the first floor of the 13-story building at 25 South Street): "Moored in the East River, a short distance from the wharf, securely protected from the influence of the tides, the currents, ice and surrounding shipping by large booms, extending about it, and is entered by a large platform, guarded on the sides, and lowered down so as to extend to the landing at the time of public worship".

The picturesque little Chapel, which was towed in 1844 from the shipyard by the steamboat *Hercules*, was surrounded by all manner of sailing craft, and a few "paddle boxes" or "tinpots" as the diehards were wont to call Sam Cunard's new-fangled steamships. In those days fast Liverpool packets sailed regularly to England carrying mail and passengers. While Charles Dickens came in 1842 on the steamer *Britannia*, yet he returned on the sailing packet *George Washington*.

The late Captain Felix Riesenberg once described South Street as "that amphibious street of heartless departures, a strange street lined on the shore side with ancient houses of brick, lofts and lodgings on the upper floors, and below these, chandlers, slop shops and saloons, with warehouses standing, iron-shuttered, between the blocks. On the river side of this street, smelling of tar, molasses, horse manure, and Eastern cargoes, tall ships were berthed,

bow-on against the shore, their raked masts rising to dizzy heights, held by a maze of stays and shrouds, their stout bowsprits poked above the street with shark-tailed martingales triced-up, and lanyards cast adrift, so heavy bobstay chains would not fetch hard upon the rotten bulkheads at low tide. And their vanished jibbooms, and flying jibbooms, were rigged-in to clear the dormers of attic rooms across the way. Under those reaching spars, against black and varicolored clipper stems, lay a row of figureheads, battered sisters of the sea . . ."

South Street has long been a favorite subject for painters and etchers, and in the 20th century the towering back-drop of Wall Street skyscrapers has offered an effective contrast with the ship chandleries, hash joints, rope and tackle stores in the foreground.

War's Changes

Since the attack on Pearl Harbor, seamen who visit the Seamen's Church Institute have noticed many changing aspects on South Street caused by the war. The white cruise liners no longer sail to Cuba and Mexico, but are painted a war-like gray and carry the grim supplies of war to the fighting fronts. A continuous stream of all manner of harbor craft from tugboat to sand barge and a procession of large ships, men o' war, Liberties, C-1, C-2, and C-3 freighters and Army transports — all these reflect the war-time effect on shipping. No longer do brokers dock their privately owned airplanes at the foot of Wall Street, for this is all taken over by the Navy and the Coast Guard "for the duration". Where in the 1840's the first clipper, like the "Rainbow" and



*Drawing by W. H. Bartlett
From "American Scenery"*

Engraved by R. Wallis

THE NARROWS

from Fort Hamilton, 1840

The circular brick structure is Fort Lafayette, used to store munitions. It was erected in 1822 and originally named Fort Diamond.

(From the Dun & Bradstreet Collection)



A View of Battery Park, the tip of Manhattan Island, where the North and East Rivers meet. This view was taken in 1942 before demolition began of the Aquarium and of the 6th and 9th Avenue Elevated tracks.

"Sea Witch" docked, a contingent of young Coastguardsmen now have daily signalling and other drills. Only five years ago from these same docks huge piles of scrap iron were loaded for Japan!

As in 1844, the oyster and fishing schooners still bring fresh fish to New Yorkers, and Pat O'Connor's Clam and Oyster Stand, founded 1849, still attracts seamen and business men. The present-day gray Dept. of Markets structure at Fulton Street is in marked contrast with the open stands and trucks as seen in illustrations of the 1840's.

Where South Street ends in a maze of little streets under the Williamsburgh Bridge, the new East River Drive begins and it, too, has its own nautical tradition, for it has been filled in with rubble brought as ballast from bombed cities in England aboard British freighters. Some now call this filled-in area just above 34th Street "a little bit of England".

Changing Cargoes

Trucks still scurry back and forth to the docks, whereas a century ago, horse-driven carts rumbled over the cobblestones and discharged their cargoes of cheese, clocks, cotton, etc., in the groaning holds of fleet-winged sailing ships. Cargoes today as seen from the windows of the Institute include munitions, airplanes, and materials of war. The windjammers brought back tea and spices from China, molasses from the West Indies, grain from Australia and, in 1850, gold from California. Old salts relate that some of the ships, like horses, knew their way into their own "stalls" along South Street and didn't need the tugs to bring them to the docks.

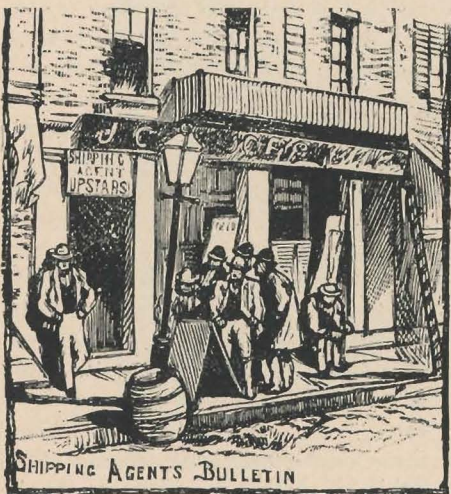
There are still saloons along

South Street, for Jack ashore (like tourists to Havana who make a bee line for Sloppy Joe's), must let off steam after the rigors of shipboard discipline. In sailing ship days the saloons had grimly quaint names such as "Blood House Bar", (the site of the present Federal Assay building) "Jip and Jake's" (should have been spelt "Gyp") and on Coenties Slip and South Street (the site of the present Seamen's Church Institute building), in the 1890's, was George Meyer's Museum bar, so named because it was constructed from parts of an old Dutch ship found in the mud of that Slip which was filled in in 1882. In the 1850's, (according to Doggett's Street Directory) 25 South Street was a respectable building with offices of flour merchants and ship chandlers. But, thanks to the Seamen's Church Institute of New York, which protested until laws abolishing crimps, landsharks, "snide" houses and such were passed by the New York Legislature, the seamen are no longer shanghai'd (i. e. given the knock-out drops and carried unconscious aboard ships bound for Shanghai) as they were in the so-called "good old days". An occasional incident today when a seaman is "rolled" merely gives point to the valuable work of the Institute's ship visitors who board ships at the pay-offs of the crews and with the blessing of the Shipping Commissioner, steamship owners and Unions, receive wages for deposit in banks or for safekeeping at 25 South Street and sell Travellers' Cheques and War Bonds as protection against loss or robbery, and forward money to seamen's families, thus developing in seamen the habit of thrift.

It is a far cry from the floating

chapel (which tossed around during Sabbath services and sometimes made the preacher and the ladies of the congregation a bit sea sick—though they were thoughtfully taken care of by the “hardy tars”) to the present 13-story building which is a complete shore community within four walls. The young men who founded the Institute were realists who soon saw that while to try to save the sailor’s soul on Sunday was all very fine, it was necessary to consider what might happen to him the other six days. So along with a chapel they built lodging houses containing reading and game rooms, and a place where baggage could be checked and letters could be kept safe until the seamen returned from long voyages and a safe, where hard-earned wages could be kept away from scheming and greedy, waterfront acquaintances.

When its great superintendent, the Rev. Archibald R. Mansfield, came to South Street in 1896 he found the crimps still firmly entrenched and at once saw the need for strengthening the Institute’s work by uniting its lodging houses



and chapels under one roof through one large, central building which would be “the hub of the harbor”. He was a practical and realistic clergyman, and waged a long, hard and bitter fight against the crimp system—and won—but not until the Institute’s building at 25 South Street had been completed in 1913. This sounded the death knell for the low dives and boarding houses which had robbed the sailor for so many years. The Institute stood for law and order; here, at long last, was a haven and a refuge where a sailor could sleep and eat and enjoy pleasant recreation and wholesome surroundings in comfort and safety.

While the nautical spirit still prevails on the “Street of Ships,” there has been added the friendly spirit of “25 South Street” for men of the sea.



SEAMEN'S HAUNTS ON SOUTH STREET IN 1884

Portrait of an Era 1840-50*



HE visitor arriving in New York City in the year 1844—the year in which the Seamen’s Church Institute of New York was incorporated—would have been impressed by the sight of the pigs on Broadway and we have Charles Dickens’ word for it that in those days “gentlemanly hogs roamed the streets.” Dickens, however, was also impressed by the “fine fleet of swift Liverpool packets” anchored at their South Street piers which raced to Europe each fortnight carrying mail and passengers while the early steamers endeavored to pass them.

Let us take a look at the kind of a world it was just a century ago, when a group of young men decided to do something practical about the welfare of merchant seamen who up to that time had endured nothing but abuse, exploitation and ill treatment whenever they set foot ashore.

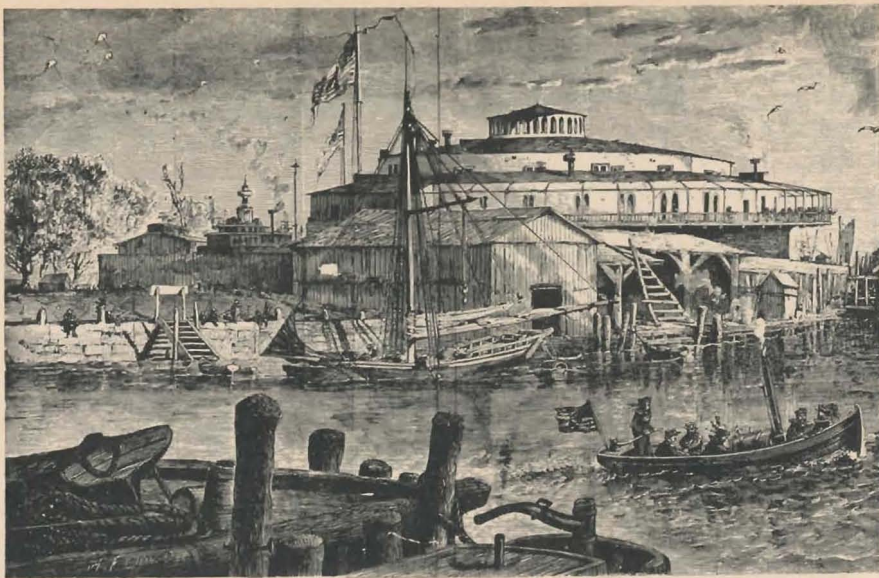
The year 1844 was an election year with John Tyler, who had succeeded General Harrison to the Presidency of the twenty-seven states, in the White House. Many people were protesting the proposed annexation of Texas as a state. Henry Clay and James Polk were opponents in a bitter Presidential race. In the literary world Cooper, Irving, Poe and Bryant were popular, and in the theatre Macready and Forrest were the leading Shakespearean actors. Castle Garden was a fashionable concert hall and P. T. Barnum had started a museum and had found, among other freaks, the pygmy Tom Thumb. The polka was introduced into society in 1844 but was considered “im-

moral” by many. In May of that year Samuel F. B. Morse sent his first telegraph message between Baltimore and Washington while the semaphore telegraph station on Staten Island, which had been used since 1822 to convey messages to watchers with telescopes at the Battery, when packets were delayed in the Narrows because of bad weather, now became old-fashioned.

The decade 1840-50 was the height of the conflict between sail and steam. Samuel Cunard’s *Brittania* in 1840 and his *Asia* in 1850 covered this interesting decade in our maritime history when speed became the most significant factor in the transatlantic trade. By 1850 an American ship owner, E. K. Collins, had built four big steamships, the *Atlantic*, the *Pacific*, the *Baltic* and the *Arctic*, which began to draw trade away from the sailing packets. Jenny Lind came to America in 1850 aboard the steamer *Atlantic* in 11 days and two hours from Liverpool. The clippers were the last valiant and picturesque attempt of canvas to wrest the speed title from steam, but the latter won out.

What of the men who manned these swift sail and steam ships? Did the industrial and mechanical improvements in water transportation also result in an improvement of the living and working conditions of the sailors? Unfortunately, they did not. The publication in 1841 of Richard Henry Dana’s book “Two Years Before the Mast” called people’s attention for the first time to the evils and abuses suffered by merchant seamen. Just as “Uncle

*Excerpts from an article in the *Marine Journal* by Marjorie Dent Candee



The Art Supplement to Appleton's Journal

CASTLE GARDEN, 1869. Previously Fort Clinton, it was used as an emigrant station from 1855 to 1890. Charles Durant, the first American aeronaut, made his first ascent in a balloon in 1826 from Castle Garden. Jenny Lind, the "Swedish nightingale," sang here in 1850. In March, 1844, Philip Hone in his Diary described a walk on the Battery: "There was just enough wind to give motion to hundreds of vessels of all sizes and now and then a steamboat came puffing and blowing with the speed of a racehorse across the Bay."



Photo by Lawrence Thornton

In 1896 Castle Garden was reopened, and used as an AQUARIUM until 1942. It is being torn down because of the redesigning of Battery Park.

Tom's Cabin" made the public realize the evils of Negro slavery, Dana's graphic tale pointed out the virtual slavery through which the crimps and landsharks preyed upon the guileless sailor and robbed him of his hard-earned wages. Just how much Dana's book may have influenced the Young Men's Protestant Episcopal Missionary Society cannot be learned today, but the fact remains that there were many social ills needing correction and many foreign missionary needs which were called to the attention of this group of young merchants, business men, lawyers, doctors and clergymen who had banded together in 1834.

Perhaps the members of this Society walked along South Street from the Battery up to Packet Row at the foot of Maiden Lane. They may have strolled up to Smith and Dimon's shipyard and there saw the keel being laid for an early clipper ship, the "Rainbow", while her owners, Messrs. Howland and Aspinwall, watched proudly. Perhaps they heard the ring of the hammer in Westervelt and Mackay's yard and watched the live oak timber hauled from Maine schooners. Perchance they saw poor "Jack Tar", far different from the Jolly Jack of song and story, being robbed and beaten in "snide" boarding houses, or perhaps they saw a young greenhorn from the country being given knock-out drops and carried insensible aboard a ship waiting to sail.

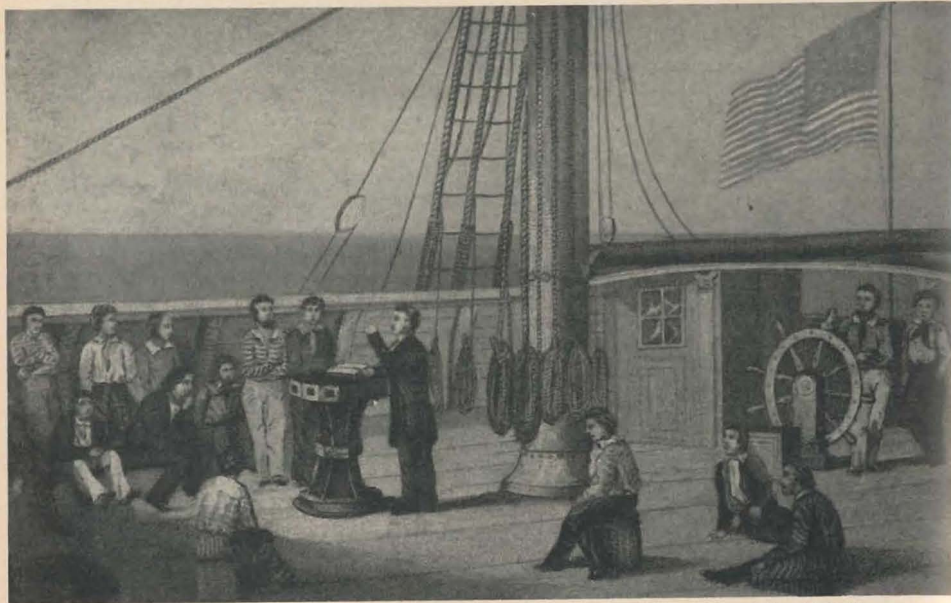
Undoubtedly they visited the New York Port Society or the American Seamen's Friend Society—at that time the only organizations with a program for improving the shore environment of the sailor; or perhaps they talked with the chaplains of the various denominations of churches who had

become interested in the "spiritual regeneration" of the sailor.

Perhaps they talked with young Captain Charles Low, younger brother in A. A. Low & Brother whose swift "Houqua" held the "blue ribbon" of the Atlantic for the year 1844. Captain Low believed that American boys should be thoroughly trained before becoming officers on American ships, and he always took six as apprentices on each of his voyages. Perhaps the members of the Society talked with Captain Charles H. Marshall who, after many years at sea commanding ships, had come ashore to build and operate swift packets of the Black Ball Line, and who helped to improve conditions for seamen in the Port of New York.

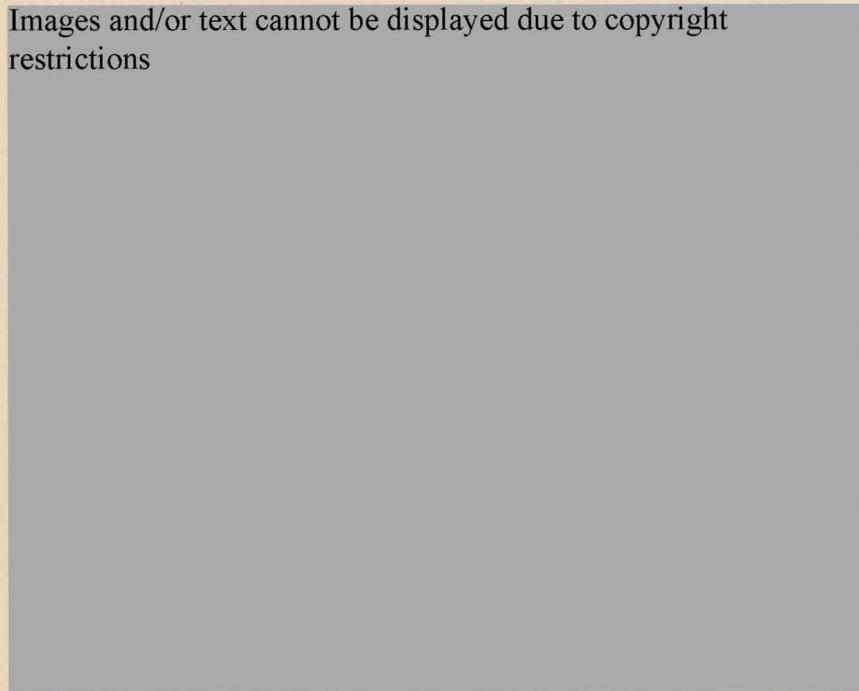
Whatever may have been the experiences and conversations which finally influenced these men, they set to work with a will and their first accomplishment was the building of a Floating Chapel. To this end they hired Chaplain B. C. C. Parker to begin his missionary activities among the seamen in a loft at 34 Pike Street. Scurrying around the waterfront they located two craft of eighty tons each on which the Chapel was constructed, to provide, according to the records "a broad foundation to prevent careening when the congregation might happen to be unequally distributed on either side." The Chapel completed, it was towed to the foot of Pike Street in the East River.

They were not discouraged when, on several occasions, the Chapel was severely damaged; once a neighboring brig broke loose during a storm and stove a hole into the little Chapel, and once a heavy snow storm sank her, but she was raised and used once more. On April 12th, 1844, the



From "The Sea and the Sailor"
A. S. Barnes, Publisher

Preaching to sailors aboard a sailing ship in the early half of the 19th century. Note the capstan used as a pulpit.



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Acme Photo

A Scene Aboard a Merchant Ship in Convoy, 1944
Sunday services on the after gun platform. The "pulpit" is the "splinter shield" of an anti-aircraft gun.

members of the Protestant Episcopal Missionary Society were formally incorporated by the New York State Legislature and pledged themselves to devote their entire efforts to the cause of the "mariner".

They soon saw the need of establishing shore stations where seamen's money, mail and baggage could be safeguarded from the crimps and land sharks. By 1854 the charter to "build or rent lodging houses" was amended and a number of these houses were set up on the waterfront in strategic places for coastwise sailors, for barge and canal boatmen, and for "Western Ocean" seamen. After Dr. Mansfield became chaplain in 1896 he enlarged and improved these stations and began to plan for a central structure — a complete shore community for seamen under one roof. These various sta-

tions as well as three Floating Chapels on the East and North Rivers were in use until September, 1913 when Dr. Mansfield's dream was realized and the thirteen-story building with 500 beds and many of the facilities and comforts of a home, hotel and a club, was opened. It was enlarged in 1929 to 1600 beds and is now the largest shore home in the world for active merchant seamen of all nationalities and creeds.

"Great oaks from little acorns grow". The seed, planted a century ago by enlightened young men, has become, indeed, a great oak, a bulwark, a haven and a refuge for the ever-increasing numbers of men who sail the seven seas in merchant ships, who in peace time are so essential to commerce, and who in war-time, as General MacArthur has expressed it, "bring us our life-blood".

New York — and the Sea *

By ROBERT GREENHALGH ALBION*

AROUND 1815, New York definitely secured its position as the leading seaport of the United States. Just a century later, with its European rivals distracted by war, New York gained first place among the ports of the world and has held it ever since.

Part of that success was the work of nature, which was unusually generous in giving New York a rare combination of geographical advantages. Its splendid, ample, sheltered harbor lies close to open sea; it is only seventeen miles or so from the piers of

East and North River to Sandy Hook, whereas some ports like Philadelphia and New Orleans lie a hundred miles or so from the ocean. In addition its alternative entrance past Hell Gate gives it the long, sheltered approach through Long Island Sound to the eastward. The Hudson, moreover, penetrates far into the interior, navigable for almost 150 miles, and then the Mohawk Valley gives New York a "water level route" to the West, taking in flank the mountains which rise sharply behind its rival ports. Finally, its central location gives it a decided

*Written expressly for this issue by Professor Albion of Princeton University. Author of "Squareriggers on Schedule" and "Rise of New York Port."



Gleason's Pictorial Drawing Room Companion, Dec. 25, 1852

ERIE CANAL BOATS, 1852, at an East River Slip. These boats were towed by a steamboat from Albany to New York laden with "luxuries of the West." A mission station for Canal boat men and bargemen was maintained by the Institute at 21 Coenties Slip.

The opening of the Erie Barge Canal in 1825 helped to make New York the principal sea port of the country.

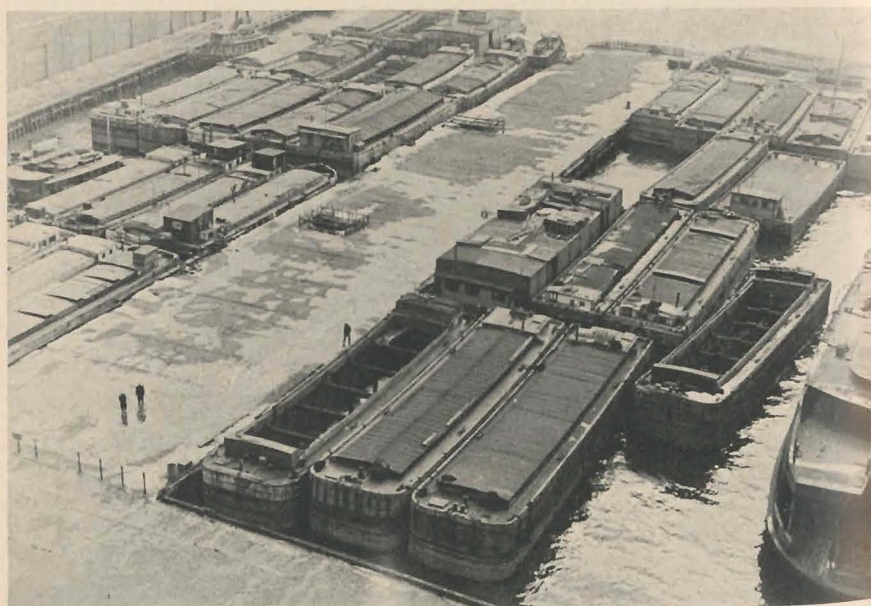


Photo by Marie Higginson

Barges moored at Coenties Slip and the East River, 1944

advantage in the coastal trade to the east and south. No other American port except perhaps Norfolk enjoys such a magnificent combination of natural advantages.

But those gifts of nature alone were not enough to give New York its successful leadership. Human initiative was also necessary to turn them to full advantage. Various other seaports, from Venice and Amsterdam abroad, to Boston, Salem and Philadelphia in America, prospered in maritime activity despite natural handicaps. New York needed nearly two centuries to capitalize fully its geographical advantages. Not until 1797 did it pass Philadelphia, and its primacy among American seaports was not really secure until peace came in 1815 after more than twenty years of abnormal wartime conditions.

Then several things happened at once, with New York aggressively developing connections in various directions in order to draw the different various routes of commerce to its docks. The most obvious explanation of its success at the time was the digging of the Erie Canal from Albany to Buffalo, starting in 1817 and completed in 1825. That gave it the first adequate outlet for the flour and other offerings of the West. Whereas the Alleghenies rose a half mile high behind Philadelphia and Baltimore, and the Berkshires fairly high behind Boston, New York was able to utilize its water level route and start the inland trade moving in its direction.

That, however, was only part of the story. Even before the Erie Canal was completed. New York's initiative on two important sea routes was already starting its long lead over its rivals. Late in 1817 a group of enterprising merchants announced the formation of the

Black Ball Line of sailing packets to Liverpool, which went into operation in the first week of 1818. The unique feature of this innovation was the regular sailing of private commercial vessels on specified dates instead of waiting until they had filled their holds. This was the start of the "line" principle which was later carried on by steamships and has become a cardinal feature of modern shipping service. The Liverpool exporters of cotton and woolen goods, hardware and cutlery appreciated the advantages of this regularity, and continued the advantage conferred upon New York when the British concentrated their export "dumping" there in 1815. The New Yorkers further clinched this by developing a system of auctions of imported goods which attracted buyers from all over the country.

There was still the problem of finding adequate cargoes to send eastbound across the stormy North Atlantic, for England then had scant use for the flour and other local northern offerings. The New Yorkers met this situation by one of the most impudent acts of American maritime history. The nation's great export cargo was cotton, from the ports of Charleston, Savannah, Mobile and New Orleans. The Southerners might perfectly well have developed a direct shuttle trade with England, which was using that cotton, but they were not commercially minded and neglected the opportunity. The New Yorkers took full advantage of the situation; brought much of the southern cotton northward by their coastal packet lines and transshipped the cargo in the East River to their "square riggers on schedule" for Europe. In return they handled the return cargoes which the South

New York was the Greatest Shipbuilding Center in the World in 1844



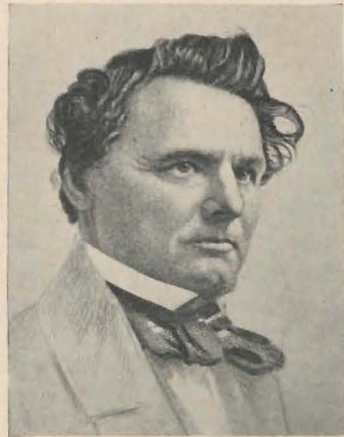
Painting by James Pringle Courtesy, N. Y. State Historical Association, Cooperstown, N. Y.

SMITH AND DIMON SHIPYARDS

on the East River between Fourth and Fifth Streets, 1833

This is an extremely rare view of a New York shipyard of the period. Smith and Dimon took over the yard from Henry Eckford and built a large number of packets, a few clippers and steamers and many ordinary merchantmen. From this yard came the first true clippers, the *Rainbow* in 1845 and the *Sea Witch* in 1846.

Famous Shipbuilders



DONALD MCKAY of East Boston, Mass. built "*The Flying Cloud*" for Grinnell, Minturn & Co. of 78 South Street, New York; also the "*Sovereign of the Seas*"; the "*Great Republic*"; the "*Lightning*" built for A. A. Low & Brother, New York, and many other beautiful and swift clipper ships.

Portrait by courtesy of his grandson, Richard McKay.

Portrait of Mr. Webb by courtesy of the N. Y. State Chamber of Commerce.



WILLIAM H. WEBB built three packet ships in his father's shipyard on the East River between 5th and 7th Street before he was 25; he launched a greater aggregate tonnage than any other builder; built the first steamer to enter the Golden Gate. Among his ships was the clipper *Challenge*, 2006 tons, in 1851, the largest ship built at that time. He founded the Webb Institute of Naval Architecture.

wanted from Europe. The profits in this process were so great that a Southern senator later claimed that for every dollar the South received for its cotton, forty cents went to the aggressive Northerners.

Much of this work, which made New York "the great commercial emporium of America", was not the work of the old New Yorkers, but of outsiders who flocked to take advantage of the port's opportunities. Much of the credit for starting the packets and the "cotton triangle" goes to Jeremiah Thompson from Yorkshire. For the rest, the leaders were Yankees from New England in general and Connecticut in particular.

Along with that commercial growth, New York's East River became the crack shipbuilding center of the nation. Men like Henry Eckford and Christian Bergh at first, and Jacob Westervelt and William H. Webb later, secured orders for many of the finest ships turned out in American yards—sturdy packets, swift and graceful clippers, Sound and river steamboats, and ocean steamships, in addition to orders, even from foreign nations, for warships. These facilities enabled New York to make invaluable contributions to the Union Navy during the Civil War.

By that time the "golden age" of American shipping was already passing. Around 1850 the needs of the California gold seekers for supplies, the British for grain, and the Irish and German immigrants for passage brought the American merchant marine almost to the high level of the mighty fleets flying England's red ensign, and New York was enjoying the lion's share of that business. The Panic of 1857 had started the decline even before the *Alabama* and the

other confederate raiders helped to drive the Stars and Stripes from the high seas.

The decline of the American Merchant Marine during the rest of the nineteenth century was a cruel blow to the shipbuilders and mariners of New England. But, even though the shipyards of the East River went dead after 1869, New York had so successfully drawn the sea lanes toward Sandy Hook that the bulk of American commerce still came to its docks, even though the ships which carried it now flew foreign flags. During most of the century New York handled more than half of the nation's imports and nearly half of its exports. The sailing packets had made it the western terminus of the crack liners from Europe; by 1838 steamships began to take their place, but whether they were the British Cunard or White Star, German Hamburg-American or North German Lloyd, French Line or various lesser lines, the finest and fastest liners afloat, from that day to this, almost without exception, have made for Sandy Hook in preference to rival American ports. Around the turn of the century, the 40-foot Ambrose Channel was dug to give these leviathans a deeper entrance than the old natural channel.

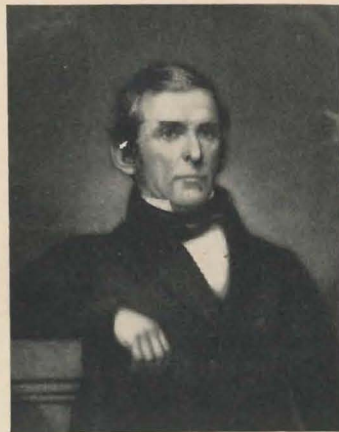
On the eve of the First World War, London, Liverpool, Hamburg and New York were running neck and neck for first place among the seaports of the world, so far as the value of foreign trade was concerned. That war not only curbed the overseas rivals, but also made New York, as the outlet of our great "arsenal of democracy", an easy international first. In the twenty-year interval of peace, it

Famous Shipbuilders



GEORGE STEERS and his brother James made a great reputation by building the yacht *America*, which won the Royal Yacht Club Cup in 1851, but they also built many packets and clippers and helped to design the "stout but graceful" hulls of the steamers of the Collins Line; also the U. S. steam frigate *Niagara*.

Portrait courtesy of U. S. Merchant Marine Academy, King's Point, N. Y.



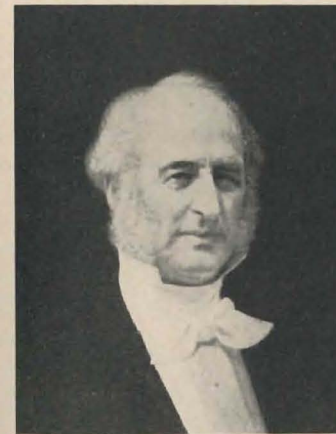
JACOB WESTERVELT, in 1841 entered a partnership with Wm. Mackay and constructed 247 vessels after an earlier partnership with Christian Bergh. He became mayor of the City of New York in 1850. His shipyard lay at the foot of Scammel Street, just below Corlear's Hook. He built the 1700 ton *Washington* in 1847, New York's first ocean steamship.

From an engraving owned by Leonidas Westervelt, a collateral descendant.

maintained that lead. The *Mauretania*, *Bremen*, *Rex*, *Normandie* and *Queen Mary* might in turn bring blue-ribbon honors to various foreign rivals, but they all berthed in New York's North River. Less conspicuous, but fully as important, hundreds of lesser liners, tramps and tankers came and went, and from all parts of the world.

With the Second World War an even greater burden fell upon New York, which met it more efficiently than before. Thanks to the gifts of nature and the well-timed initiative around 1817, it has succeeded to the proud role, once held by Venice, Amsterdam and London, as the foremost seaport of the world.

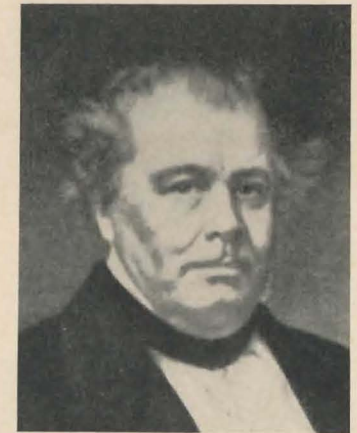
Pioneers in the Steamship Trade



CORNELIUS VANDERBILT (1st) began his business career as a ferryman between Staten Island and Manhattan; when steam was applied to navigation he used it and by 1845 was the most prominent steamboat owner in the United States. When the monopoly of the Hudson and the Sound granted to Fulton and Livingston came to an end, Vanderbilt started a fine line of steamboats over these waters.

The windows in the Institute's Chapel of Our Saviour were given by his son and were originally in the brick "Church of the Holy Comforter".

Portrait by courtesy, Chamber of Commerce of the State of New York.



EDWARD K. COLLINS was an outstanding figure in shipping circles in New York in 1844. His line of sailing packets to Liverpool was known as the Dramatic or Theatrical Line. His ships were named for famous Shakespearean actors—*Sheridan*, *Garrick*, *Siddons*. In 1849 the first of the Collins steamers was built. His *Atlantic*, *Baltic*, *Arctic* and *Pacific* were 2,800 tons each, largest and fastest steamships of that period, averaging about a day faster than Cunard's ships. The loss of two of his ships caused the U. S. Government to withdraw Collins' mail subsidy with the result that America for many years lost her leadership of the transatlantic trade.



Palmer, Del.

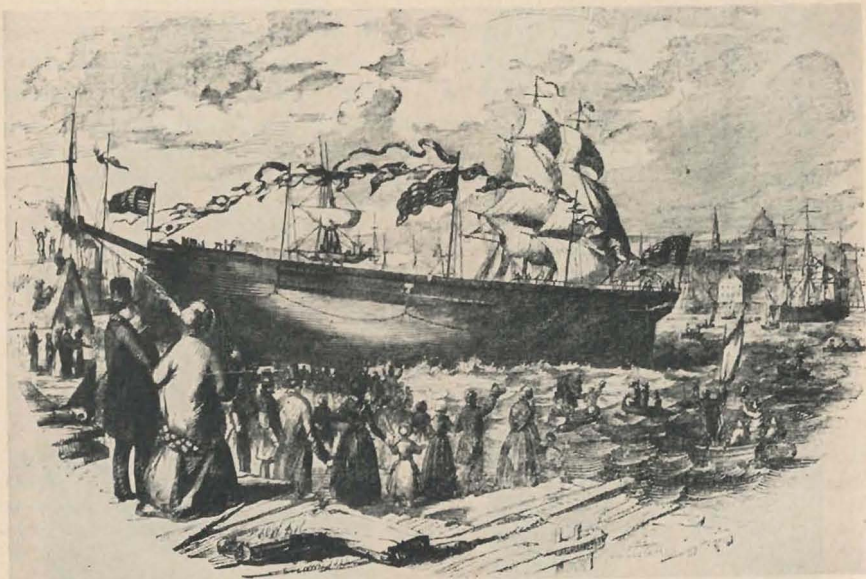
N. Currier, Lith., N. Y.

VIEW OF NEW YORK FROM BROOKLYN HEIGHTS—1849

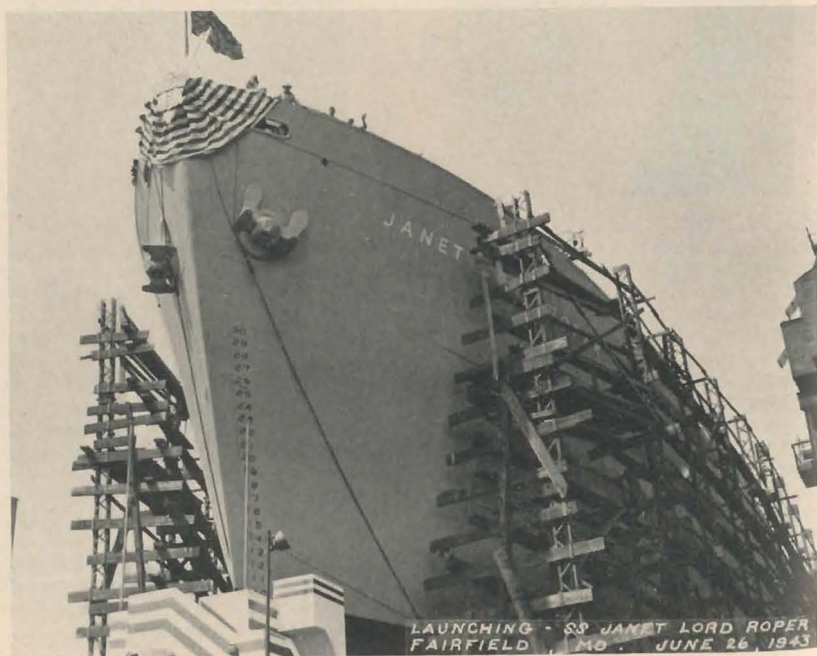
In the center may be seen Trinity Church Spire; the dome to the left was the Merchants' Exchange; to the right, St. Paul's spire; North Dutch Church; the Astor House and City Hall at the extreme right.

In the foreground, left center, is the steam boat "C. Vanderbilt" racing the Fall River Line opposition boat "Bay State". In the center is a sailing packet, and to the right, Fulton ferryboats.

Launching Day



Here is a typical clipper ship launching scene. This shows the *Flying Cloud*, launched in 1851 from the shipyard of Donald McKay at East Boston, for Messrs. Grinnell, Minturn & Co., New York.



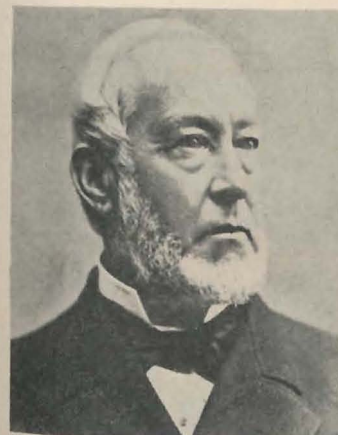
LAUNCHING SCENE, 1943, when the Liberty ship "JANET LORD ROPER" was launched.

One of more than 2,200 Liberty ships launched by the U. S. Maritime Commission from Sept. 1939 to January 1944. They delivered the goods during a critical period to the combat areas. General MacArthur said of the merchant crews who brought the war supplies "They have brought us our lifeblood."

Famous Sailing Ship Captains 1844



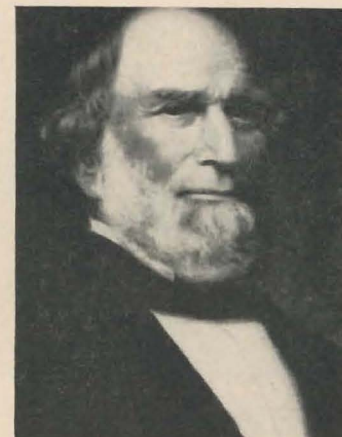
CAPTAIN CHARLES H. MARSHALL (from a portrait owned by his grandson, Charles H. Marshall, a member of the Board of Managers of the Seamen's Church Institute of New York.) Capt. Marshall operated the Black Ball Line of packets after commanding packets in the 1820's and '30's. After coming ashore he helped to ameliorate the conditions for seamen in the Port of New York. He superintended the building of many vessels, among them the two-thousand ton steamer *United States*.



CAPTAIN CHARLES PORTER LOW, younger brother of A. A. Low, in whose memory the main entrance of the Institute was given. Capt. Low commanded the clipper ship *N. B. Palmer*, the *Jacob Bell*, *Samuel Russell* and *Houqua*. He was interested in training American boys to become officers in the Merchant Marine and took six apprentices on each trip.



CAPTAIN JOSIAH CRESSY, commander of *The Flying Cloud*, the most notable of all the California clippers, built by Donald McKay. Room 866 at the Institute was given by Robert Shaw Minturn and the tablet reads: "A Memorial to Grinnell, Minturn and Co.'s Clipper Ship, *The Flying Cloud*."



CAPTAIN FREDERIC AUGUSTUS DE PEYSTER commanded many packet ships. (From a portrait at Sailor's Snug Harbor, Staten Island, N. Y.) He was second Governor of the Harbor. His great grandson, Dr. Frederic Augustus de Peyster, now a Captain in the U. S. Army Medical Corps has a medallion presented to Capt. de Peyster by Queen Victoria in recognition of his rescue of a seaman from his ship the *Columbia*. Miss Augusta de Peyster, who founded the Seamen's Benefit Society to finance the Institute's Apprentices' Room, is a collateral descendant of Captain de Peyster.

Cavalcade of Shipping 1844

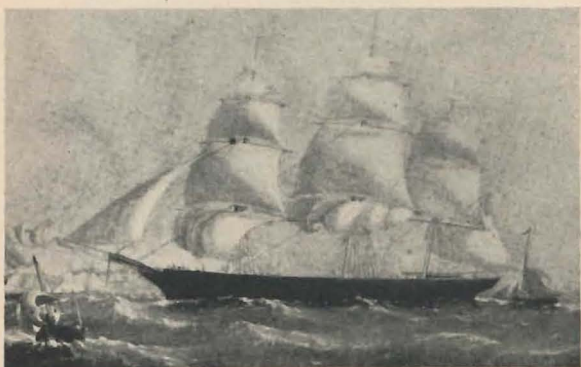


Courtesy, Charles H. Marshall

Black Ball Line
Packet
Yorkshire
1843



Early Clipper
Houqua
1844
Built by
Brown and Bell
Owned by
A. A. Low and Bro.



Clipper
Surprise
1850
Built in 1850 for A. A. Low and Brother, she was one of the most successful and most profitable clippers ever built. She beat W. H. Aspinwall's *Sea Witch's* record of 97 days to San Francisco by one day.



From a lithograph owned by Leonidas Westervelt

Steamship *Atlantic* 1850

American transatlantic mail steamer, E. K. Collins Line. Jenny Lind came to America on this steamship in 11 days and 2 hours from Liverpool.

Cavalcade of Shipping 1944



Courtesy U. S. Maritime Commission

Patrick Henry—first Liberty ship—1939



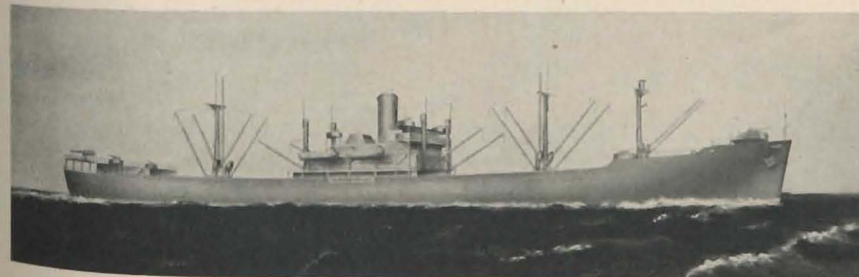
Courtesy U. S. Maritime Commission

C-3 Freighter—1940



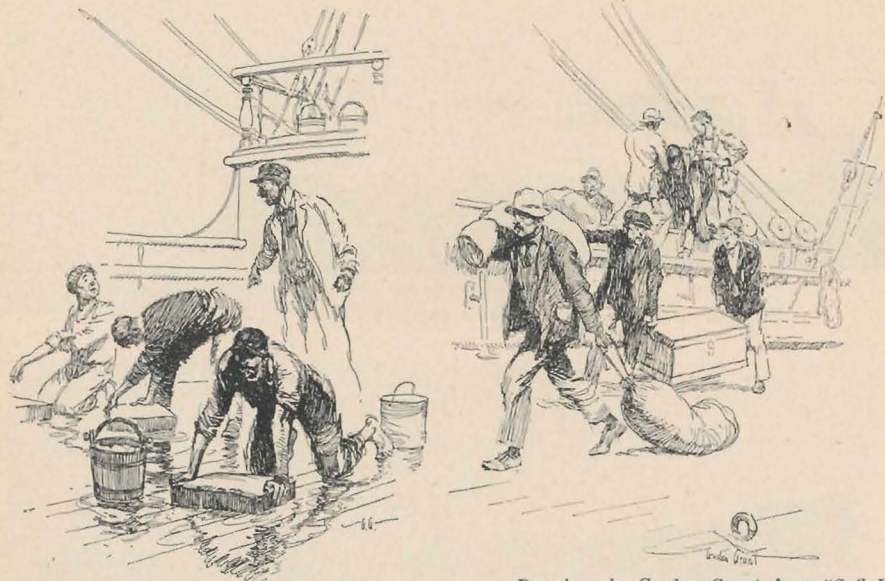
Courtesy, United States Lines

Largest passenger ship built in America—1940—United States Liner "America"



Courtesy U. S. Maritime Commission

Victory Ship—1944



Drawings by Gordon Grant from "Sail Ho"

HOLYSTONING

Gleaming decks were the ship's greatest pride.

Heavy blocks of sandstone were used to whiten them. These were called Holystones or Bibles because the men got down on their knees to push them to and fro.

Small stones known as Prayerbooks were used for getting into corners and under the spare spars.

THE CREW COMES ABOARD

The boarding house master brings out his "round up" in a shore boat; and they tumble or are carried aboard according to the degree of their drunken stupor.

He collects his commission, having already emptied the pockets of his victims, and pulls ashore.

The mates come "for'ard" to look over the sorry array and ponder on how they will ever get sail on the ship.



Courtesy, Grace Line



A CREW ARRIVES AT 25 SOUTH STREET



Reproduced from The Daily Graphic, New York, May 8, 1873.

TYPES OF SAILORS

"Truly indeed do these men who go down to the sea in great ships have a hard time of it, on water and land, and the wonder is that, under the innumerable adverse and trying circumstances of their lives, they can ever find the heart to be jolly—the "Jolly Jack Tar" so often pictured in verse."

"When a captain wishes to engage a crew, not finding one at the shipping commissioner's, he applies to a crimp, and if sailors are scarce, he will pay so much per head. The fee is known as 'blood money'. If sailors are plentiful, they must pay the crimp a fee in return for a job."



Photo by Alouise Boker

SEAMEN OF THE UNITED NATIONS PLEDGED TO "KEEP 'EM SAILING."



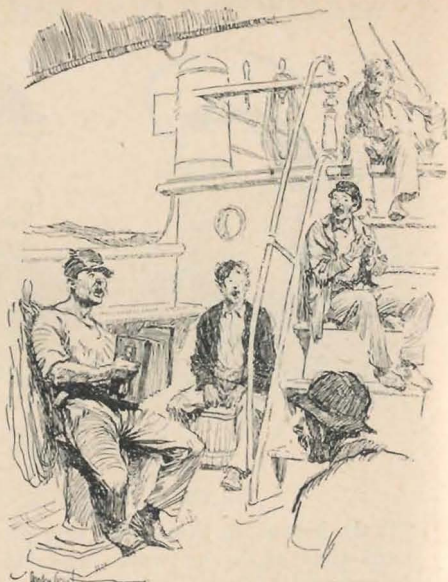
THE SLOP CHEST

Many sailors came, or were thrown aboard, with nothing but the clothes on their backs, so were obliged to draw on the ship's slop chest; usually a sorry collection of cheap shoddy.

Poor Bill had to take what he could get. He paid well for it out of his scanty wages; and with this and his tobacco and his gambling many a man left the ship no better off than when he signed on.



Slop Chest at the Seamen's Institute where shipwrecked crews are outfitted.



Drawings by Gordon Grant from "Sail Ho"

A DOG-WATCH CONCERT

In order that the crew would not have the same time "on and off" every day, there were two short watches; from four p. m. 'till six and from six 'till eight. During these "dog watches" fair weather usually found all hands around the fore hatch—mending, washing, or having a "sing-song".



Seamen trainees sing sea chanties aboard the American Mariner

World's mightiest



"task force"...

ON fighting fronts the world over, our land, sea and air forces are backed by the greatest merchant fleet in history. Boldly, courageously . . . right into the thick of it, wherever it's needed, goes the "fourth great arm of our Armed Services"—America's Merchant Marine. At least 15 cargo vessels, exclusive of troopships, are required to transport a single armored division overseas. Translate that into terms of transporting whole armies . . . keeping them supplied . . . supporting them in the field! It's a job of staggering size—but the Merchant Marine is doing it! And

in today's great shipbuilding and personnel training program is reflected both wartime necessity—and America's determination and ability to play her rightful part in all future maritime history.

★ ★ ★

AGWI ships today serve with America's "Task Force" fleet throughout the world, under the able guidance of the War Shipping Administration. AGWI looks forward to helping win the peace by sharing in the tasks of postwar commerce . . . so essential to our national prosperity . . . so vital to international good will.

ATLANTIC GULF and WEST INDIES STEAMSHIP LINES

Foot of Wall St., New York



CUBA MAIL LINE ★ PORTO RICO LINE
CLYDE-MALLORY LINES ★ SOUTHERN S. S. CO.



CUBA, MEXICO, PUERTO RICO, DOMINICAN REPUBLIC, TEXAS, FLORIDA AND THE SOUTH

A Ship can be no better
than the
Men who sail her

1842



1944

This is as true today as it was in the days of the Clippers when Seamen's Church Institute began its crusade for the welfare and morale of the men who go down to the sea in ships. ◊ The story of its good works can only be told by the countless seamen of all races and creeds who have passed under its benign influence and shared its hospitality. ◊ As an appreciative neighbor and friend during the past century, Atlantic Mutual extends its greetings and best wishes for an even fuller measure of success in service for the next hundred years.

ATLANTIC

Mutual **INSURANCE** *Company*

FORTY-NINE WALL STREET • NEW YORK 5, N. Y.

ESTABLISHED 1818



THIS print, from Valentine's Manual of 1864, shows the Brooks Clothing store at the corner of Catharine & Cherry Streets as it appeared in 1845, the year after the incorporation of the Seamen's Church Institute.

Henry Sands Brooks started his business on this site on April 7, 1818, and it has remained ever since in the control of his direct descendants and their long-time associates. His great-grandson, Winthrop Holley Brooks, has been president of Brooks Brothers since 1935.

The original location, close to the waterfront and not far from the Floating Church, had been chosen partly, no doubt, because of its accessibility to the seafaring folk to whom a goodly share of our merchandise was sold, as it has been through all the years between then and now.

Able seamen, masters and owners of merchant vessels, as well as officers of the United States Navy, Marine Corps, Merchant Marine and Coast Guard, including participants in or veterans of all our country's wars since the Revolution, have always been among our most valued customers.

It is, therefore, a pleasant obligation to offer our congratulations upon this occasion to an institution that has served all these men and their families with such whole-hearted devotion over so considerable a span of years.

Brooks Brothers,
CLOTHING,
Mens Furnishings, Hats & Shoes

**346 MADISON AVENUE COR. FORTY-FOURTH ST.
NEW YORK 17, N. Y.**

*Now in the Second Quarter of Our Second Century
1818-1944*

BRANCHES

**ONE WALL STREET, NEW YORK 5, N. Y.
46 NEWBURY, COR. BERKELEY ST., BOSTON 16, MASS.**