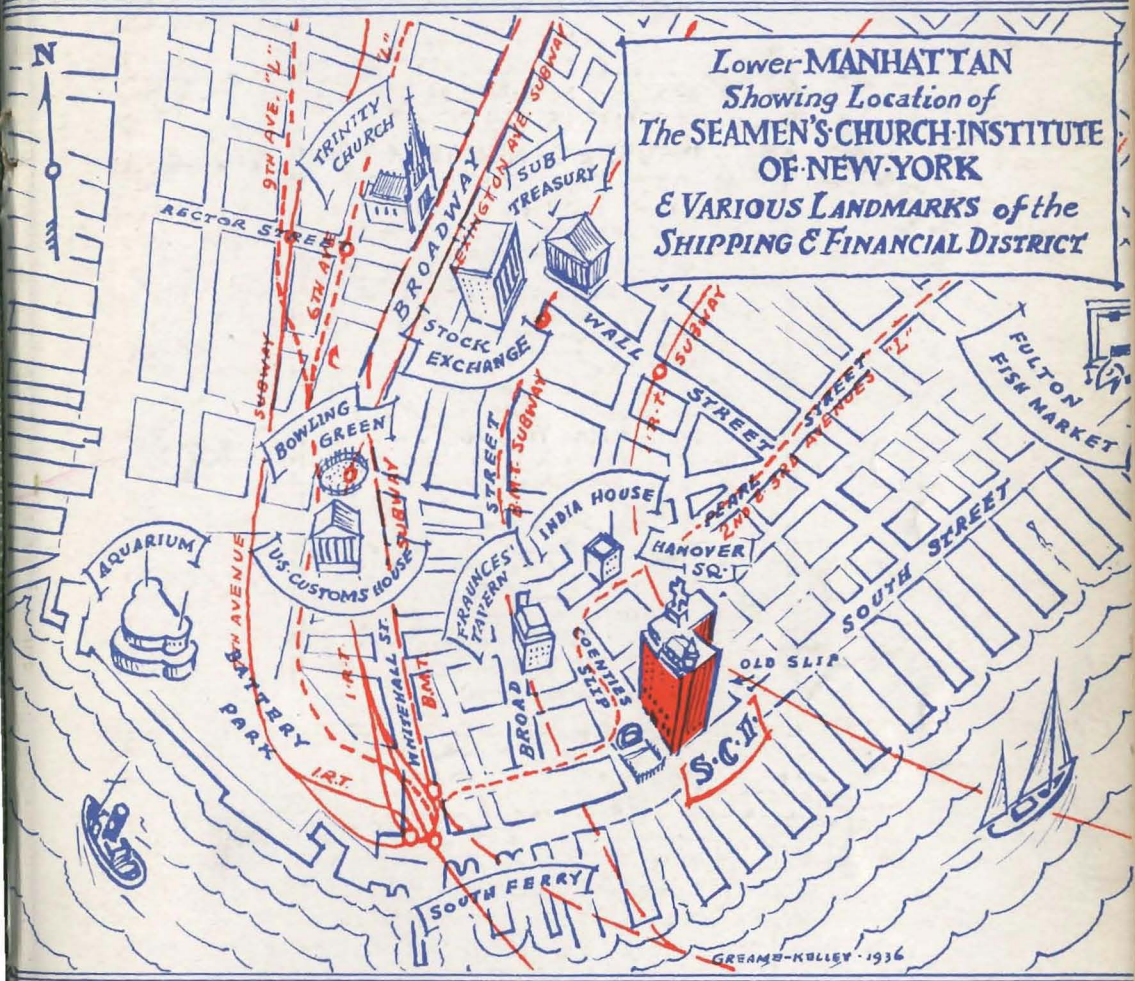


# The Lookout

APRIL 1936



Lower MANHATTAN  
Showing Location of  
The SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK  
& VARIOUS LANDMARKS of the  
SHIPPING & FINANCIAL DISTRICT

Seamen's  
Church  
Institute  
of New York



The  
One Hundred First  
Annual  
Report

Incorporated 1844

# The LOOKOUT

VOL. XXVII, APRIL  
PUBLISHED MONTHLY  
by the  
SEAMEN'S CHURCH  
INSTITUTE OF NEW YORK  
25 SOUTH ST., NEW YORK, N. Y.

Telephone BOWling Green 9-2710

CLARENCE G. MICHALIS  
President

FRANK T. WARBURTON  
Secretary-Treasurer

REV. HAROLD H. KELLEY  
Superintendent

MARJORIE DENT CANDEE  
Editor, THE LOOKOUT

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SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK  
25 South Street

## Times Have Changed

The growth of shipping from sail to steam makes a long and fascinating history. Included in this record is the progress in the treatment of merchant seamen. The illustrations in this 101st Annual Report are of famous sailing ships of the last century—when the vicious practices of shanghaiing, crimping and blood money flourished. The abolition of these nefarious customs and the improvement in the status and condition of seafarers is largely due to the SEAMEN'S CHURCH INSTITUTE OF NEW YORK. For nearly a century it has worked unceasingly in behalf of seamen of all ranks and faiths, protecting them from exploitation and providing food, shelter, clothing, recreation, education, counsel and friendship for thousands who each day enter its 13-story building at 25 South Street. We urge you to bear your share in this work and thus pay tribute to the men of the sea who make possible world commerce and world transportation.

## SEAMEN'S CHURCH INSTITUTE OF NEW YORK

25 SOUTH STREET  
NEW YORK CITY  
Telephone BOWling Green 9-2710

### ONE HUNDRED AND FIRST ANNUAL REPORT\*

Year Ending December 31, 1935

Based on Reports Presented  
at the  
ANNUAL MEETING OF THE SOCIETY  
THURSDAY, JANUARY 23rd, 1936

\*NOTE: The gap between the "90th Annual Report" for 1934 to the 101st for 1935 is explained by the discovery of the documents establishing the founding of the Society in 1834 and describing its first decade. See *Lookout* for April, 1935.



Reproduced from Gleason's Pictorial  
Whitehall, South and Staten Island Ferries, 1853

## BOARD OF MANAGERS

Reelected at the Annual Meeting, January 23, 1936

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### President

CLARENCE G. MICHALIS, 1924

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### Assistant Treasurer

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FRANKLIN REMINGTON ..... 1911	FRANK W. WARBURTON ..... 1928
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SIR T. ASHLEY SPARKS ..... 1912	DE COURSEY FALES ..... 1932
LOUIS GORDON HAMERSLEY ..... 1913	CHARLES R. BEATIE ..... 1932
CHARLES E. DUNLAP ..... 1915	REGINALD R. BELKNAP, Rear Admiral, U.S.N., Ret. .... 1932
BERNON S. PRENTICE ..... 1915	F. SHELTON FARR ..... 1932
*F. KINGSBURY CURTIS ..... 1920	JOHN S. ROGERS, JR. .... 1932
EDWARD J. BARBER ..... 1920	HARRIS C. PARSONS ..... 1933
JUNTUS S. MORGAN ..... 1920	CHARLES E. SALTZMAN ..... 1933
HARRY FORSYTH ..... 1921	FRANK GULDEN ..... 1933
KERMIT ROOSEVELT ..... 1923	CHARLES S. HAIGHT, JR. .... 1933
JOHN JAY SCHIEFFELIN ..... 1923	EDWIN DET. BECHTEL ..... 1934
THOMAS A. SCOTT ..... 1924	SNOWDEN A. FAHNESTOCK ..... 1934
LOUIS B. McCAGG, JR. .... 1924	RICHARD H. MANSFIELD ..... 1934
GEORGE GRAY ZABRISKIE ..... 1925	WILLIAM D. WINTER ..... 1935
WILLIAM ARMOUR ..... 1927	DOUGLAS F. COX ..... 1936

\*Died March 4, 1936.

### Honorary Members

FRANCIS M. WHITEHOUSE ..... 1917	HON. JOHN MASEFIELD ..... 1933
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### Superintendent

THE REV. HAROLD H. KELLEY ..... 1934

## The Year 1935 in Review

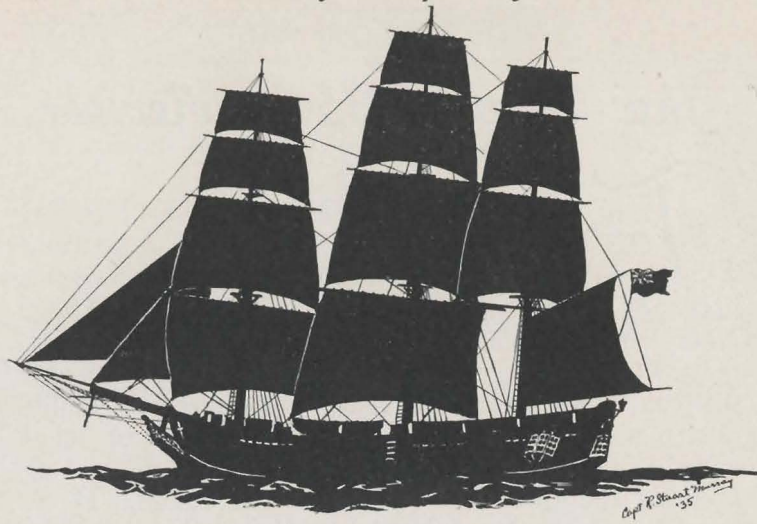
THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK has for nearly a century been ministering in a multitude of ways to the needs of merchant seamen ashore in the Port of New York. It is a safe haven for them while in port, a place offering them the material, moral and spiritual advantages of a home. Its imposing building, made possible by several generations of loyal and devoted friends of seamen, stands on the waterfront at the lower end of Manhattan Island. Here, overlooking the great Harbor and through the Narrows to the sea beyond, it extends the hand of welcome, as it were, to sailormen on incoming ships. It is a haven for thousands of them "on the beach" seeking and awaiting a new berth, of whom in the past five years, there have been too many. At night, the light from the Cross surmounting the roof shines brightly and the green light of the Titanic Tower bids these mariners welcome.

To these, the INSTITUTE offers its services: to all seafaring men of the merchant service, irrespective of race or creed, or rating. At the INSTITUTE they may enjoy a cheerful, wholesome atmosphere of comradeship, with men of their own calling.

No one can really comprehend the detail and vast scope of this work for sailormen without a visit to the great building on the waterfront. In the description that follows let us in imagination accompany a typical seaman through the building, from main lobby to "Titanic" Tower, and see what is being done here in behalf of the "toilers of the sea".

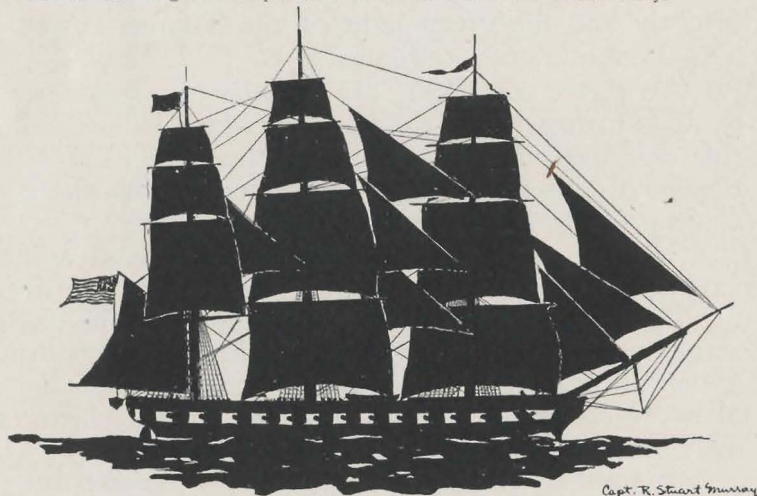
In most cases "Journey's End" for the merchant seaman descending the gangplank means "25 SOUTH STREET". He has been there before or a shipmate recommends it. Let us go along with one of these typical sailormen as he walks briskly up the city's waterfront street from the Battery. His ship's wages in his pocket, he passes quaint ship

## Famous Sailing Ships of the Past



H.M.S. BOUNTY  
1787-1790

When the Frigate "Bounty" sailed flogging and brutal treatment of crews were the order of the day. This ship was built in 1784 at Hull for the merchant service. She was christened "Bethia", but in 1787 was rechristened the "Bounty" at the suggestion of Sir Joseph Banks, and set sail for the South Seas as an armed transport of His Majesty's Navy under the command of Lieutenant William Bligh. On April 28, 1789, Fletcher Christian, mate, and certain members of the crew mutinied. Captain Bligh and his followers made a perilous voyage in an open boat to Timor and eventually reached England. The trial of the midshipmen and the surviving crew helped to reform conditions in the British Navy.



U.S.S. CONSTITUTION  
"OLD IRONSIDES"  
1797

Scurvy, caused by lack of proper food, was a common scourge among crews of this era. A daily ration of lime juice was introduced on British ships to prevent this disease, causing Yankee crews to speak of English vessels as "limejuicers". One of the first American vessels to carry lime juice was the Frigate "Constitution", built at Boston, Mass., and launched October 21, 1797. Her last engagement was in 1815, but thanks to the poem "Old Ironsides", written by Oliver Wendell Holmes, she was saved from being broken up. In 1927 her future was again threatened, so school children purchased copies of a painting of the famous ship by Gordon Grant, and thus raised funds to repair and re-commission the relic. The *Institute* owns one of the original breasthooks from the "Constitution". She had two sister ships, the "President" and the "United States".

chandleries, penny arcades, sea food wagons, saloons and men's furnishings stores until he arrives at Coenties Slip.

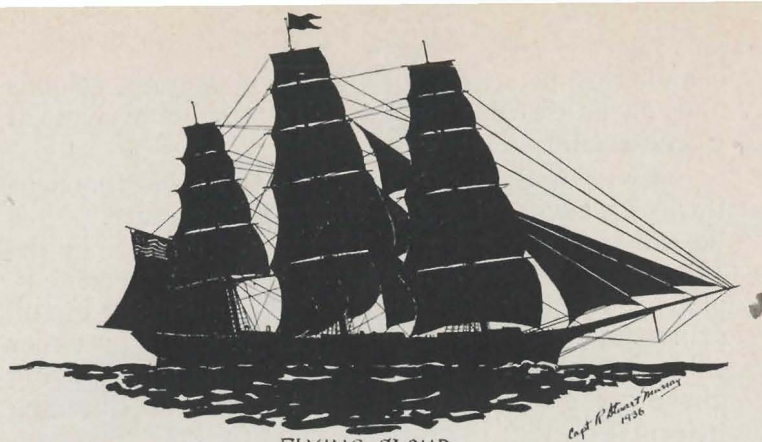
Crossing Jeannette Park, he turns his footsteps toward a large brick and limestone structure. Now he can survey what may be his home while in the Port of New York. Perhaps he pauses to contemplate a beautiful ship's figurehead of a knight in full armor mounted over the main entrance and on either side of the figurehead are ship lanterns and hanging above it are a ship's bell and a bronze tablet bearing information that the bell belonged to the S.S. Atlantic, wrecked off Fisher's Island in 1846. The nautical decorations appeal to him and he passes into the building.

### He Enjoys Personal Comfort

WHAT DOES HE FIND WITHIN ITS FOUR WALLS? Mounting the stairway he is greeted by a uniformed attendant who asks to see his ship's discharge papers in order to be sure that he is a bona-fide seaman. (During 1935 the *Institute's* door men, for his protection, denied admission to 34,631 non-seamen; an average daily attendance of 8,000 active seamen is recorded.)

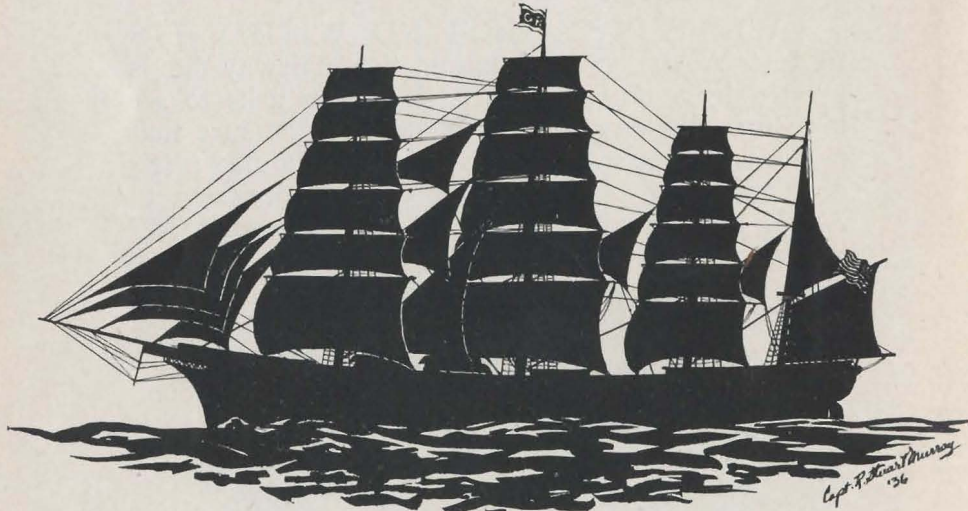
Having shown his credentials, the seafarer takes the elevator to the baggage room, two stories below the street level. Here he changes from his ship's clothes into shore clothes in a private dressing room, provided for the purpose. Then he checks his "dunnage", as seafarers call it. (Last year the *Institute* handled 173,678 pieces of baggage.)

Next, he leaves his soiled clothing at the laundry, just opposite the baggage room. (Last year 20,671 bundles of seamen's clothing were laundered here, as well as 1,167,761 pieces of the *Institute* household linen.) One floor below is the great engine room which supplies electricity, ice, light and heat for the entire building. Here, pumps are constantly at work pumping from the cellars the seepage water from the East River at the rate of ten gallons per minute, reminder that the *Institute's* site was once a slip where sailing vessels docked.



FLYING CLOUD  
1851-1874

The "Flying Cloud", a Donald McKay clipper, was built in 1851 in Boston and sailed for a number of years under the flag of Grinnell, Minturn & Co., South Street, New York. She was of 1783 tons and on her first voyage from New York to San Francisco, commanded by Captain Josiah Perkins Creecy, she made a record run of 90 days. Later she established a record of 89 days for this run. In 1874 she was destroyed by fire at St. Johns, N.B., where, for a time, she had been engaged in a lumber trade, of course much reduced in rigging.



GREAT REPUBLIC  
1853-

The "Great Republic" was designed and built by Donald McKay and commanded by Captain Lanchlan McKay. She was launched in 1853 in East Boston. She was of 4,555 tons register and had beautiful lines—the first ship to have a steam engine to aid in hoisting yards and working the pumps. She had four decks and was heavily sparred: her main yard was 131 feet long. As she lay at her wharf at South Street, New York, on the night of December 26, 1853 a fire broke out in a warehouse on Front Street, a block from the clipper. The sparks ignited her sails and rigging in spite of wetting down by her crew: the foresail burst into flames and the men were driven from the rigging. Captain McKay decided to cut away the masts. It was a sad sight that night after Christmas. When her cargo took fire they finally scuttled her but she burned for two days. A coffer dam was built and she was floated and reconstructed on more moderate lines. Her register was down to 3,357 tons but she was still the largest clipper of her time. On her first voyage, in command of Captain Lineburner, she made the run from Sandy Hook to Land's End in thirteen days and was obliged to lie in the Thames for no dock was large enough for her in the port of London. She served as a transport in the Crimean War and in the Civil War.

## He Receives His Mail

He next goes for his mail to the special United States Post Office on the second floor. This Station does a business equivalent to the Post Office of a city of 20,000 population, and handles more than a half million pieces of seamen's mail every year. It was established here by the U. S. Government at the request of the *Institute* and is a great boon to seamen. "25 South Street" is a favorite address.

## He Arranges For Lodging

Reading his letters, he walks slowly down the stairs into the main lobby, a busy place, always humming with activity. Here, embedded in the floor, is the great compass about which so many seafarers from all the seven seas are apt to gather. He crosses the lobby to the hotel desk where he reserves a dormitory bed for 35¢. The lodging capacity is 1,614. (In 1935 344,911 lodgings, including relief beds, were provided.) The great mass of seamen are honest, self-respecting men who prefer to pay their way, when able. Keeping the cost of lodgings moderate encourages them to maintain their independence. If adversity strikes, they may have beds on "relief-credit" in this place which they have come to regard as their shore home. Private rooms, many with running water and day occupancy privilege, vary from \$.60 up to \$1.00. All the sleeping quarters are exceptionally well ventilated, there are plenty of tiled lavatories and showers, and everything is as clean as a fine hospital.

After registering for a bed, our typical seaman may feel in the mood for a complete clean-up, so off he goes for a shower and afterwards probably to the *Institute's* no-tip low-priced barber shop in the main lobby. Downstairs at the tailor shop he can have his suit pressed while he waits. (In 1925 27,287 seamen patronized the barber, tailor and laundry shops.)

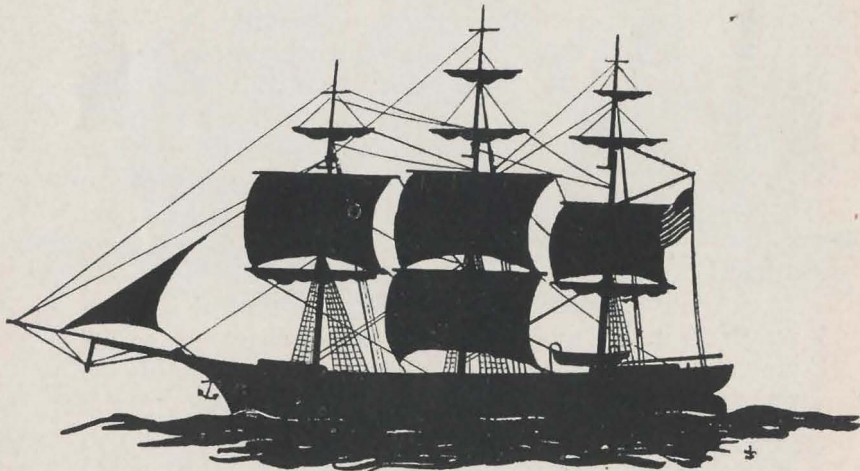
## He Receives Vocational Counsel

One of the *Institute's* great services is a free employment bureau. Here our sailor friend may



"ASTERION"—1854

The "Asterion" was a medium clipper, of 1,135 tons, built in Chelsea. Her Boston owners sold her to the New York to California trade for \$46,000 and she was noted for her carrying capacity rather than for her speed. (Whenever this ship, in common with others, arrived in New York or San Francisco her crew were at the mercy of crimps, landsharks and evil boarding house keepers who robbed them of their hard-earned wages.) In 1863 she was lost on a reef off Baker's Island, when in command of Captain Hurd. The crew had great difficulty in fighting their way through the surf to the beach. For two months they dragged out a miserable existence, their principal food being snakes, dug from holes in the ground, and sea birds. Finally, they hailed and were rescued by a passing vessel.



"THE RED JACKET"—1854

In 1854 this ship made a record Atlantic crossing (13 days, 1 hour, 25 minutes). In the same year the *Institute* opened a home for seamen on Pearl Street. The "Red Jacket" was one of the most famous of the American built clippers. She was built in Rockland, Maine in 1853 and sailed from New York for Liverpool under command of Captain Asa Eldridge, and in spite of storms the entire way, broke the "speed record" for that period. The ship was named after a noted Seneca Indian chief who, during the American Revolution, espoused the cause of Great Britain. The chief was conspicuous for the bright red jacket which he wore, a present from a British officer. The vessel was sold to the White Star Line for 30,000 pounds and survived for many years in the Australian trade. Once, under command of Captain Samuel Reid, she made the run from Melbourne to Liverpool in 68 days, beating the clipper "Guiding Star" by nine days, in spite of losing time amid the ice off Cape Horn.

register, letting it to be known that he is anxious to ship out again. The average duration of a seaman's job is three months and he usually remains in port a few days before again shipping out. If he can, he usually signs on the same ship, but if his ship is laid up for lack of cargo he must seek a job elsewhere.

The writing room next commands the sailor-man's attention and here, with free stationery, is every encouragement for him to write home. Mrs. Janet Roper, the *Institute's* "house mother", urges seamen to write regularly, thus binding them closer to their homes. It is also her responsibility to find missing seamen—those who have forgotten to write home for many years, and during 1935 she located 329 of these wanderers for anxious relatives. She is very popular with the men, and our typical sailor visits her busy office on the second floor to say "Hello" and perhaps to bring her a little souvenir from one of the foreign ports where his ship has touched.

### *He Finds Protection For His Wages*

While on the second floor, our friend visits the seamen's funds department with his ship's wages. He asks that a part be transmitted to his mother or wife, perhaps living in the middle West or somewhere abroad, and that the balance be deposited in a New York bank at interest. (Last year \$216,199. was deposited for 3,277 seamen in banks — evidence enough that the *Institute* has helped to substitute a habit of thrift for the squandering proclivity long attributed to sailors.)

### *He Meets Congenial Companions*

After depositing his wages, he saunters down to the main lobby again to have a cup of coffee and a sandwich at the up-to-date counter. Here he has excellent opportunity to swap yarns with former ship-mates or acquaintances. (During 1935 1,085,278 sales were made at this soda luncheonette and at the popular cafeteria in the basement.) He next strolls over to the news stand for a newspaper or tobacco. Turning to the shipping page, he sees the list of ships scheduled to depart—always an interesting sub-



THE "TORRENS"  
1875  
Joseph Conrad's last ship —

A favorite in the passenger trade between England and Australia, this ship was built in 1875 by James Laing and long enjoyed a fine reputation for speed under the command of Captain H. R. Angel. In 1893 Joseph Conrad served as a mate on the "Torrens" and made the acquaintance of two passengers, John Galsworthy and W. H. Jacques. The ship was broken up in Genoa in 1910. She was the last important sailing ship to carry passengers. She was a composite clipper and one of the last vessels to carry fore topmast stunsails. An original painting of the "Torrens", the gift of the artist, Charles Robert Patterson, hangs in the *Institute's* Joseph Conrad Library.



TUSITALA  
1881

The "Tusitala", built in 1881 in Greenock, Scotland, began her adventurous life under the name of "Sierra Lucena", was later known as "Inveruglas" and when Norwegians purchased her became "Sophie". Still later, when bought by a group of Americans under the leadership of Christopher Morley and James Farrell, she was renamed "Tusitala", meaning "Teller of Tales", a name given to Robert Louis Stevenson by the Samoan people. Mr. Farrell continues to maintain this ship, running occasional cargoes to Hawaii and return.

ject to the seafarer. (Last year 321,296 sales were made at this news stand.)

If not familiar with New York, he goes to the Social Service Department on the second floor and receives information he desires on many subjects and good advice maybe on others—about points of interest, museums, theatres, what to do and what better not to do. If he should happen to be an alien and wishes to apply for citizenship, he receives help here in filing application papers. If he has any passport of life-boat certificate difficulties, he obtains aid here. (Last year there were 148,772 social service interviews.)

### *He Receives Medical Advice*

At the shipping offices our seafarer learns that his chance of getting a "berth" will be greater if he has some necessary work done on his teeth so he visits the Institute's Dental Clinic on the first mezzanine floor where his teeth receive the best of care at a price he can afford. He is taught here to realize the importance of sound teeth to his general health. If his eyes trouble him, our John Markle Eye Clinic will examine him free of charge, prescribe glasses if need be, and supply these free or at a moderate cost, thus improving his employability. Other services provided are the ear, nose and throat clinics and simple medical advice and emergency treatment if necessary. (During 1935 557 seamen were treated in these various clinics and 912 were referred to hospitals and clinics for more extensive surgical or medical treatment.)

### *He Enjoys Social and Recreational Opportunities*

After a wholesome dinner in the *Institute's* cafeteria (where food is served at extremely moderate prices), our seafarer will want some kind of recreation to fill in the long evening. After the rigid discipline on shipboard from which he might rebound to any kind of entertainment that is easiest to find, regardless of quality or effect on health or character, thanks to the *Institute* he can enjoy, free of charge,

the current moving pictures, athletic activities, concerts, lectures and sporting events in the large auditorium on the fourth floor. (Last year 209 such entertainments were attended by a total of 157,227, affording wholesome recreation, far from the vicious influences of the waterfront.)

### *He Finds Educational Facilities*

If inclined to read, he can find books, magazines and newspapers in all the reading rooms, and in the Joseph Conrad Library on the third floor, 6,000 volumes including marine books, both technical and general, biography, fiction, history. (Last year 26,362 seamen used this Library.)

Also, if he desires to improve his rating, if ambitious to become an officer, he is encouraged to attend the Merchant Marine School on the top floor of the *Institute* where experts help him prepare for examinations in navigation, marine engineering, etc. He also receives free instruction in first-aid (which the *Institute* persuaded the Steamboat Inspection Service to make compulsory for every applicant for an officer's license) and instruction in life-boat handling, which is required for all seamen applying for an A.B. certificate. This School is open to cadets from our Mercantile Marine, many of whom avail themselves of this helpful, supplementary instruction. (Last year 4,592 cadets and seamen attended 432 lectures in this School.)

### *He Finds Spiritual Advantages*

The average sailor has an underlying religious inclination—his experience on the mighty deep has brought him into direct contact with awe-inspiring forces of nature—and our friend is apt to wander into the *Institute's* Chapel, where he is invited but never compelled to enter and spend a while in quiet meditation or prayer or in attendance at the Divine service, where he can join in the hymns and listen to the music of our organ. Men of all races and faiths may find rest and peace in that beautiful Chapel of Our Saviour, from which the spirit of the Divine Master quietly and unobtrusively irradiates, and inspires the entire work of the *Institute*. To those who

mourn lost loved ones, relatives, or shipmates, this Chapel offers the means of consolation. Our seamen visitors have abiding confidence in the chaplains and many go to them with their personal problems. These chaplains also devotedly minister to the sick in the marine hospitals. (Last year 12,690 seamen attended 301 religious services held at the *Institute* and at the U. S. Marine Hospitals where the *Institute* chaplains officiate for congregations of seamen patients.)

### *He Receives Financial Credit*

Let us assume now that our typical sailor finds it difficult to get a job. The days go by: he tramps from shipping office to shipping office, all in vain. "Sorry. Try again tomorrow," is the familiar answer. His savings may be disappearing, the question will then arise: will he lose his morale? Will he adopt a devil-may-care attitude and become the easy prey of the temptations of the waterfront? Will radicalism and mob violence attract him, while he is bitter and dejected, changing him from good citizen to "undesirable transient"? With the help of those who support the *Institute*, he can manage to ward off these dire possibilities, keep himself physically, mentally and spiritually FIT for the job that awaits him in the future. So he goes again to the social service department on the second floor for a talk with the relief secretary. Please note, he stands in no breadline of homeless men, weary and despondent in the cold. As a self-respecting man, proud of his calling as a seafarer, he asks for a "relief loan". He gets his food and lodging on credit, till he can get a job. Each week, if he fails to get a job the credit may be renewed. He continues to get his food and lodging and often clothing to keep up "a good front". Finally, fortune helps him to a job, he ships out and, more than likely, returns to port with pay in his pocket and pays back his loan. The fact that so many of the seamen who enjoy such credit pay back these loans, indicates how seriously they regard their debts and honestly strive to meet them. (In 1935 15,939 such loans were made to 7,831 individual seamen by the *Institute*).



## *He Is Kept Employable*

When, by dint of perseverance, aided in all likelihood by the *Institute* staff, our seaman eventually gets a job, he often needs proper work clothes, or "gear" and sometimes tools and other equipment. These, the *Institute* provides, as well as carfare to get to the job. (Last year 5,854 pieces of clothing were distributed among needy seamen and, thanks to the devoted ladies of the Seamen's Church Institute Associations, 3,028 sweaters, socks, mufflers and helmets were given to seafarers, including several shipwrecked crews who had lost all their belongings.) In December, 1935, Mrs. Archibald R. Mansfield, wife of our late Superintendent, was appointed the new Director of the Central Council of Associations, succeeding Mrs. H. Schuyler Cammann, who resigned after eight years of splendid service.

Shipping out for a long trip, our sailorman asks for a bundle of books and magazines to help him occupy his hours in the fo'c'sle when off duty, and the *Institute's* social service department provides them. (In 1935 89,826 books and magazines were so distributed.)

## *Special Services*

The young apprentices and cadets were also looked out for: last year 3,594 of these lads, far from home, were entertained in the *Institute's* Apprentices' Room where games, books, tea, dancing and parties are arranged by young women volunteers from various churches in New York.

Other special services rendered by the *Institute* during 1935 were 13,720 telephone contacts (taking and relaying messages to seamen); providing funeral services and burial of seamen in the *Institute's* private plot in Cedar Grove Cemetery, Flushing; assisting "aged, decrepit and worn-out seamen" in preparing their applications for entrance to Sailors' Snug Harbor, an endowed home on Staten Island for retired salts, (having no official connection with the *Institute*.) The Business Department at the *Institute* purchases all supplies and equipment and supervises the operation of the building. The summary of ser-

vices appears on page 19 and the financial statement on page 20 of this Report.

## *Special Events of 1935*

(1) The *Institute* was host to two shipwrecked crews: in January, the crew of the S.S. MOHAWK and in October, the crew of the S.S. DIXIE. (2) Memorial Service in the Chapel of Our Saviour for Dr. Mansfield on February 11th, one year after his death, and launching on that day of the Mansfield Memorial Fund campaign (during the year a total of 778 friends contributed \$14,579. to this Fund in tribute to his memory. The income from this Fund is used exclusively for relief and welfare work among merchant seamen). (3) A special welcoming supper and fashion show at the Waldorf Astoria for the benefit of the *Institute* in connection with the arrival of the latest and fastest trans-Atlantic liner, S.S. NORMANDIE of the French Line. (4) Celebration on July 12th of Mrs. Janet Roper's completion of 20 years at the *Institute* and 47 years in work for seafarers. (5) Observance of Sailors' Day by fitting services on October 27th in the Chapel.

During 1935 we lost, by death, Mr. John S. Rogers, who had served as a member of the *Institute's* Board of Managers both faithfully and well for 22 years. We also regret to report the deaths of Mr. R. G. Forrest, service manager of the *Institute* for many years, and Mr. Harry Acton, ship news columnist for the *New York American* whose original suggestion of charging ten cents to all visitors to departing ships has effectively helped to finance the work of the Joint Emergency Committee of Seamen's Welfare Agencies in the Port of New York during the depression years. With the funds thus raised, Mr. Charles S. Haight of the *Institute's* Board of Managers, Chairman of this Emergency Committee, has made it possible for seven seamen's welfare agencies to feed and shelter thousands of unemployed seamen. The *Institute* has been privileged to assist in the collecting of these dimes by releasing two of its staff members, Captain A. O. Morasso and Mr.

George Menz, who supervise the seamen who collect from visitors at the piers. On all foreign ships, one-half of the money collected goes to assist seamen's charities in the home ports of the flag of each Line. The other half is distributed among the seven seamen's agencies in this Port.

### *Federal Relief*

New members who have been elected to the Board of Managers are as follows: the Rt. Rev. Benjamin M. Washburn, D.D., the bishop of Newark as a clerical vice-president and Messrs. William D. Winter and Douglas F. Cox as lay-managers.

The biggest problem during 1935 was Federal Relief. The Government reimbursement for 1,200 seamen quartered and fed at the *Institute* was not sufficient to maintain standards and morale. For the first half of the year, though not without protests to the Federal officials, the *Institute* paid this difference in cost, totalling \$33,000. This alone equals almost the entire year's deficit. During this period 193,992 lodgings and 581,976 meals were provided. After Government relief was removed, the *Institute* expanded its own relief program to an additional expenditure of \$34,568, caring for a total of 7,831 indigent seamen. This is the humanitarian aspect of our deficit.

### *Building Debt*

The building debt—always a worry and a challenge—now stands at \$710,000, on which we must still pay interest to the banks which loaned us money with which to construct our Annex building. The need to increase our endowment fund is urgent and we are sure that friends of the *Institute* making or revising their wills will not take it amiss if we suggest their giving earnest thought to the needs and merits of the "SEAMEN'S CHURCH INSTITUTE OF NEW YORK" when considering a choice of beneficiaries. Friends are referred to the back cover of this Report for a suggested legacy form. Equally important is our need for regular subscriptions or gifts, a sum of \$100,000 being required annually (in addition to operating income) to carry on the

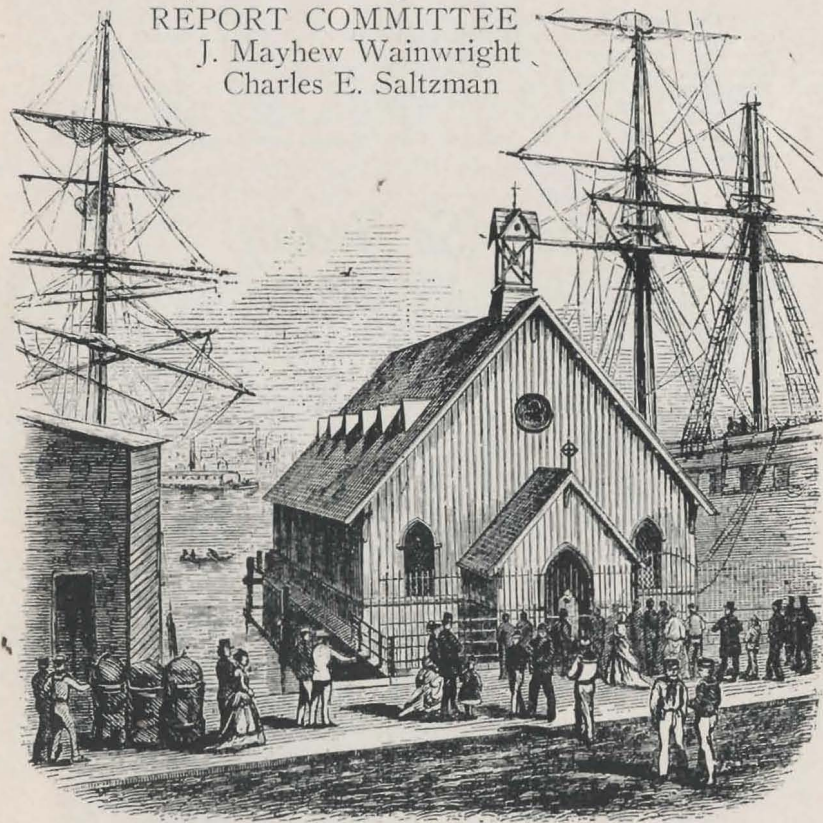
religious, recreational, relief and other social service activities as described above. We appeal to the general public upon whom we depend for such support.

We found 1935 to be a turbulent and difficult year, but we have battled against the currents and accomplished much that was worthwhile for the men of the sea. We are glad to concur in the tribute paid to the efficiency and loyalty of the *Institute* staff and the continued devoted interest of its friends by the Rev. Harold H. Kelley, Superintendent of the *Institute*, in his report to the Board of Managers. "Faith and work" shall be our watchword now as ever in the past. Happily, the outlook for 1936 seems somewhat brighter than for some years past. Let us hope, and pray, that the purposes of our *Institute* may be abundantly fulfilled during the year.

#### REPORT COMMITTEE

J. Mayhew Wainwright

Charles E. Saltzman



THE FLOATING CHURCH OF OUR SAVIOUR, 1870  
The Institute's third floating church, moored at the foot of Pike and South Streets. Reproduced from a magazine of the period.



*Felix Count Luckner*  
Jan 25, 1933

"SEEADLER"

*Capt. F. Count Luckner*

"The Seeadler" was originally christened the "Pass of Balmalia", an American clipper built in Glasgow in 1888. During the World War she became German property. Commanded by Felix Count Luckner and disguised as a neutral merchant ship, she successfully passed the British blockade. Later, off the coast of South America, Count Luckner captured many British seamen about whom he said: "War or no war, I considered all sailors my pals and had my own ideas as to how prisoners should be treated. A sailor is a sailor, no matter what his nationality, and if I took any prisoners I wanted them to feel as though they were my guests."

## And So Today

Shanghaiing is only a memory. Crimping is an obsolete term. New York has changed from "the worst seaport in the world" to the best. Conditions on shipboard and on shore for seamen are infinitely improved. Seamen today are better educated, better treated. Shipowners are humane and the public is sea-minded. Yet when steam replaced sail, the exploitation of seafarers might have persisted had it not been for the efforts of the SEAMEN'S CHURCH INSTITUTE OF NEW YORK, which continues to maintain its untiring vigilance in behalf of the toilers of the sea. Yet in spite of all improvements, the hazards of the sea are many and its material rewards are slight. So it is truly the duty of landmen to help the *Institute* befriend these seamen when on shore by welcoming them to a clean, decent home where they may enjoy "safe anchorage".

## SUMMARY OF SERVICES

Rendered to Merchant Seamen from January 1st  
to December 31st, 1935

344,911	Lodgings (including relief beds)
173,677	Pieces of Baggage handled
1,085,278	Sales at Soda-Luncheonette and Restaurant
321,296	Sales at News Stand
27,287	Patronized Barber, Tailor and Laundry
12,690	Attended <b>301</b> Religious Services at Institute and U. S. Marine Hospitals
4,592	Cadets and Seamen attended <b>432</b> Lectures in Merchant Marine School; <b>70</b> new students enrolled
148,772	Social Service Interviews
15,939	Relief Loans
7,831	Individual Seamen received Relief
89,826	Books and Magazines distributed
5,854	Pieces of clothing and <b>3,028</b> knitted articles distributed
557	Treated in Dental, Eye and Ear-Nose-Throat Clinics
157,227	Attended <b>209</b> entertainments, moving pictures, athletic activities, concerts and lectures
912	Referred to Hospitals and Clinics
3,594	Apprentices and Cadets entertained in Apprentices' Room
329	Missing Seamen found
2,221	Positions procured for Seamen
\$216,199.	Deposited for <b>3,277</b> Seamen in Banks
26,362	Used Joseph Conrad Memorial Library
13,720	Telephone Contacts with Seamen



Photograph loaned by Robert F. Livingston

A View of South Street, in the direction of Corlears Hook, from the partially completed Brooklyn Bridge, about 1876. The Institute's Third Floating Church is shown at the foot of Pike Street, close to the large full-rigged ship in the center of the picture.

**INCOME AND EXPENDITURE**  
For the Year ended December 31, 1935

Gross Income from Operating Departments.....		\$361,116.41	
Institute Operating Expenses:			
Salaries and Wages .....	\$262,333.47		
Food and Merchandise .....	156,770.04		
Supplies .....	26,114.30		
Light, Heat, Power and Water .....	29,129.13		
Repairs, Renewals and Minor Additions.....	4,196.61		
Insurance .....	9,818.86		
Legal and Accounting .....	1,692.10		
Publicity and Advertising .....	12,328.34		
Miscellaneous .....	21,873.68		
	524,256.53		
Interest on Notes Payable in respect of Building Annex Religious and Social Service Department (Salaries, Expenses and Relief).....	38,257.14	71,733.93	634,247.60
Excess of Expenditure over Income from Operating Departments .....			\$273,131.19
Deduct Income from Endowments, Bank Balances, Etc., for:			
General Purposes .....	\$ 37,372.23		
Religious and Social Service Work.....	2,761.05		
Social Service Relief .....	3,882.98	44,016.26	
Deficit from Institute Operations.....			\$229,114.93
Contributions for:			
General Purposes:			
General Contributions .....	\$ 99,800.38		
Special Contributions and Income from Estates	77,651.01		
Proceeds of Theatre Performance.....	4,285.44		
Donation of Supplies .....	506.65		
Motor Boat, Marine and Hobby Shows.....	270.61		
Conrad Library .....	254.50		
	\$182,768.59		
Social Service Relief .....	1,138.19		
	\$183,906.78		
Transfers from General (Unrestricted) and Special Funds to cover Clinic and Other Special Expendi- tures .....	8,060.63	191,967.41	
Excess of Operating Deficit over Contributions and Transfers from General (Unrestricted) and Special Funds to cover Clinic and Other Special Expenditures.....		37,147.52	
Appropriations by Board of Managers from General (Unrestricted) Funds to cover Operating Deficit including Emergency Relief Expenditures .....		37,147.52	

(signed) FRANK T. WARBURTON, Treasurer

To the Board of Managers,

Seamen's Church Institute of New York, New York, N. Y.

We have examined the accounts of the Seamen's Church Institute of New York for the year ended December 31, 1935. In our opinion, based on our examination and information furnished to us, the accompanying statement of Income and Expenditure sets forth the results of the operations for the year.

(signed) PEAT, MARWICK, MITCHELL & CO.

New York, N. Y., March 30, 1936.

**SUMMARY OF REPORT OF COMMITTEE ON TRUST FUNDS**

Year ending December 31, 1935

**Summary of Assets**

Securities, etc. ....	\$1,595,558.78
Mortgages .....	13,269.00
Cash on deposit.....	54,801.41
	\$1,663,629.19

**Summary of Funds**

A. Unrestricted Fund .....	\$1,191,964.81
B. Endowments; General .....	279,955.35
C. Religious and Social Service.....	74,732.39
D. Social Service Relief .....	116,976.64
	\$1,663,629.19

**Details of Above Funds**

A. UNRESTRICTED FUND: PRINCIPAL AND INTEREST AVAILABLE FOR THE GENERAL USES OF THE INSTITUTE .....	\$1,191,964.81
Note: This amount includes \$725,000.00 of Building Committee Notes.	

B. ENDOWMENT FUNDS AND FUNDS FOR DESIGNATED PURPOSES.

General:

Anonymous .....	\$10,000.00
Mrs. S. R. Bartholomew, Pottsville, Penn.....	500.00
Estate of Mary W. C. Bayard .....	4,500.00
Estate of Ellen W. Brown, in memory of her father, Captain David S. Babcock, of the Clipper Ship "Young America" .....	1,000.00
Mrs. B. P. Cole, Cleveland, Ohio.....	200.00
Estate of Amelia P. Dixon.....	300.00
Henry Lee Hobart Memorial Fund.....	1,000.00
Helen F. Hubbard Fund .....	2,500.00
Henry E. Kummel and Anna Titus Van Nostrand Fund .....	16,000.00
Estate of Sophia E. Lee.....	420.00
Estate of Annie E. Mahnken.....	1,900.00
Estate of John A. McKim.....	10,000.00
H. C. Munger Fund .....	8,609.81
William Decatur Parsons, in memory of his father, William H. Parsons, and his mother, Abigail Garland Parsons .....	10,000.00
William D. Quackenbush, wife and daughter Janet	500.00
Kate S. Richardson .....	50,000.00
Estate of Ellen N. Robie.....	100.00
Estate of Mary C. Scrymser.....	11,690.00
The Frank Sullivan Smith Memorial Fund.....	100,000.00
Chas. H. Tissington .....	100.00
Estate of Nathaniel L. McCreedy.....	1,000.00
"C.A.R." Memorial (Income to be used for some needy object) .....	554.03
Frederick M. Dearborne Memorial.....	28,238.30
Charles E. Potts (Income to be used for the main- tenance of the rooms in the building now or at any time hereafter maintained by the Institute known and designated as the Isabella Potts and Philip Ruprecht Room) .....	22,337.24
Charles E. Rhineland (In memory of his wife Matilda F. Rhineland) .....	26,317.29
Fund given by Colonel and Mrs. Arthur Frederic Schermerhorn, in memory of his father and	

FORWARD .....	\$307,766.67	\$1,191,964.81
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FORWARD .....	\$307,766.67	\$1,191,964.81
mother, George Stevens Schermerhorn and Julia M. Gibert Schermerhorn, to be applied exclusively to the maintenance and lighting of the Cross surmounting the Institute Building, 25 South Street .....	7,368.84	

	\$315,135.51	
Less loss on securities sold.....	35,180.16	\$ 279,955.35

C. RELIGIOUS AND SOCIAL SERVICE.

William Waldorf Astor Trust (Income to be applied to the support of a Missionary employed by the Society) .....	53,768.41	
Gerard Beekman (In memory of his brother, James William Beekman. Income to be used to befriend the seamen who make use of the room dedicated to his brother) .....	17,880.37	
Chapel Flower (Income to be used for Altar and Hospital flowers) .....	7,575.49	
John Davenport (Income to be applied to the purchase of books for distribution among seamen)....	2,193.09	
Roxy M. Smith (In memory of her husband, W. V. R. Smith. Income to be applied to giving annually an entertainment for seamen on the birthday of W. V. R. Smith, August 2nd).....	2,193.09	
Estate of Bonnie Wallace LeClear.....	1,789.51	
	\$85,399.96	
Less loss on securities sold.....	10,667.57	74,732.39

D. SOCIAL SERVICE RELIEF.

J. Hooker Hamersley Boat. (For the purchase or operation of a boat, and in the meantime income to be used for relief work).....	9,066.27	
Endowed Bedrooms, given by:		
Barber Steamship Lines, Inc.		
In memory of Herbert Barber.....\$	4,000.00	
Beekman Family Association		
In memory of Gerard Beekman.....	4,000.00	
Mr. Walker H. Belknap		
In memory of Mr. and Mrs. James H. Aldrich .....	4,000.00	
Mrs. F. Kingsbury Curtis		
In memory of George W. McLanahan	4,000.00	
William Harris Douglas		
In memory of William Erskine Douglas .....	4,000.00	
Helen L. Fairchild for Charles Stebbins Fairchild .....	8,000.00	
Mrs. Edward McClure Peters		
In memory of Edward McClure Peters .....	4,000.00	
Mr. C. H. Ludington .....	4,000.00	
Howland Pell .....	4,000.00	
Estate of Bonnie Wallace LeClear.....	4,000.00	
	\$44,000.00	
Emily H. Bourne (Income to be used in common with that of the Morrill Foundation).....	5,263.44	
Mary LeRoy King (Income to be used in common with that of the Mansfield Fund).....	4,036.29	

FORWARD .....	\$ 62,366.00	\$1,546,652.55
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FORWARD .....	\$ 62,366.00	\$1,546,652.55
Mansfield (Established January, 1926, by the Seamen's Church Institute Associations and since added to by friends as a tribute to the memory of the late Superintendent, the Rev. Archibald R. Mansfield, D.D.) .....	29,206.58	

Hosier Morgan (Income to be used in common with that of the Morrill Foundation).....	1,900.90	
Morrill Foundation (In memoriam of the late Captain Charles Montgomery Morrill. Income to be applied exclusively to the relief of destitute mariners and those dependent upon them who may have been left destitute by their death while following the sea) .....	19,558.07	
Captain William Wilson Owen Memorial (Income to be used for destitute seamen).....	250.00	
Ramage Endowment (Income to be used for the maintenance of dependent seamen).....	3,316.00	
Henry F. Homes Estate.....	4,907.46	
The Captain Edward B. Cobb Fund, given by the Will of Augustus G. Cobb, deceased, in memory of his father .....	9,814.86	
	\$131,319.87	
Less loss on securities sold .....	14,343.23	116,976.64
Total Funds .....		\$1,663,629.19

Changes in Funds During Year Ending December 31, 1935

Assets as per last report .....		\$1,675,113.68
Additions during 1935:		
GENERAL FUND (UNRESTRICTED):		
Estate of Amelia P. Dixon .....	\$ 3.15	
Estate of Clifford M. Dolph.....	19,600.00	
Estate of Mary J. George.....	4,140.03	
Estate of Annie Hyatt .....	\$5,509.32	
Mortgage participation certificates for \$400.00 and \$2,540.00.....	2.00	5,511.32
Estate of George W. Merrihew.....	1,998.96	
Estate of Agnes C. Parsons.....	3,000.00	
Estate of Julia A. Treadwell.....	643.94	
Also 16 participation certificates and mortgages .....	4,015.00	4,658.94
		38,912.40
ENDOWMENT FUNDS GENERAL:		
Estate of Mary W. C. Bayard.....	500.00	
Helen F. Hubbard Fund .....	1,000.00	
The Frank Sullivan Smith Memorial Fund.....	100,000.00	
		101,500.00
FORWARD .....		\$1,815,526.08

FORWARD .....	\$1,815,526.68
RELIGIOUS AND SOCIAL SERVICE:	
Chapel Flower Fund .....	
Sundry Donations .....	43.02
SOCIAL SERVICE RELIEF:	
Mansfield Fund .....	
Sundry Donations .....	14,078.78
	<hr/>
	\$1,829,647.88
Less net loss on Securities Sold.....	133,947.46
(Represents book loss on securities received as legacies and carried at values prevailing at time of appraisal of estates)	
	<hr/>
	\$1,695,700.42
Deduct: Amount appropriated for Relief Work and other special purposes	32,071.23
	<hr/>
	\$1,663,629.19

Note: This amount includes \$725,000.00 of Building Committee Notes

Dated, New York, December 31, 1935.

*Committee on Trust Funds*  
 JUNIUS S. MORGAN, *Chairman*  
 CHARLES E. DUNLAP  
 HARRY FORSYTH  
 FRANK T. WARBURTON

Assets examined and found to agree with the foregoing account.

*Auditing Committee.*  
 AYMAR JOHNSON, *Chairman*  
 JOHN JAY SCHIEFFELIN

## MEMORIALS

One of the unique aspects of the Institute's thirteen-story building is that it is personalized by numerous memorials in honor of many distinguished men and women. Those of the type offered perpetuate in a beautiful, useful and permanent way the memory of loved ones who have passed on, for thousands of seamen annually derive comfort and satisfaction from the objects described below. Upon selection of a memorial it will be marked by a bronze tablet inscribed in accordance with the donor's wishes.

"Sick Bay" in Clinic.....	\$ 3,000.
Additional Clinic Rooms .....	3,000.
Chapel Memorial Windows .....	3,000.
Sanctuary and Chancel .....	3,000.
Endowed Seamen's Rooms, each.....	5,000.
Officers' Rooms, each .....	1,000.
Seamen's Rooms with Running water, each.....	750.
Seamen's Rooms, each .....	300.
Chapel Chairs, each .....	30.
For those desiring to select larger memorials there are available:	
Seamen's Reading and Game Room.....	\$25,000.
Cafeteria .....	15,000.

## COMMITTEES OF THE BOARD OF MANAGERS

Elected January 23, 1936

### Executive Committee

CLARENCE G. MICHALIS, <i>Chairman</i> , 455 Madison Avenue	JUNIUS S. MORGAN, 23 Wall Street
GORDON KNOX BELL, 22 Exchange Place	SAMUEL A. SALVAGE, 200 Madison Avenue
REV. SAMUEL M. DORRANCE, 131 Clinton St., Bklyn.	J. MAYHEW WAINWRIGHT, 72 Wall Street
CHARLES E. DUNLAP, 1 Broadway	FRANK T. WARBURTON, 49 Wall Street
HARRY FORSYTH, 155 John Street	

### Religious and Social Service Work

REV. SAMUEL M. DORRANCE, <i>Chairman</i>	LOUIS GORDON HAMERSLEY
REAR ADMIRAL REGINALD R. BELKNAP	HERBERT L. SATTERLEE
REV. WILLIAM TUFTS CROCKER	ERNEST E. WHEELER
CHARLES S. HAIGHT, JR.	

### Committee on Business Operation

CLARENCE G. MICHALIS, <i>Chairman</i>	CHARLES E. SALTZMAN
THOMAS ROBERTS	FRANK T. WARBURTON
KERMIT ROOSEVELT	

### Committee on Special Services to Seamen

SAMUEL A. SALVAGE, <i>Chairman</i>	JOHN H. FINLEY, LL.D.
CHARLES W. BOWRING	CHARLES S. HAIGHT
EDWIN A. S. BROWN	HARRIS C. PARSONS
REV. FREDERICK BURGESS	SIR T. ASHLEY SPARKS
FREDERICK A. CUMMINGS	

### Legislation and Law Enforcement

J. MAYHEW WAINWRIGHT, <i>Chairman</i>	WILLIAM WILLIAMS
DE COURSEY FALES	
	GEORGE GRAY ZABRISKIE

### Ways and Means

HARRY FORSYTH, <i>Chairman</i>	JOHN S. ROGERS, JR.
CHARLES R. BEATTIE	SAMUEL A. SALVAGE
CHARLES S. HAIGHT	

### Trust Funds

JOHN JAY SCHIEFFELIN	JUNIUS S. MORGAN, <i>Chairman</i>
	HARRY FORSYTH
CHARLES E. DUNLAP	FRANK T. WARBURTON

### Seamen's Church Institute Associations

GORDON KNOX BELL, <i>Chairman</i>	AYMAR JOHNSON
FRANK GULDEN, <i>Vice-Chairman</i>	BENJAMIN R. C. LOW
WILLIAM ARMOUR	
CHARLES S. HAIGHT, JR.	

GEORGE GRAY ZABRISKIE, *Attorney*

## DEPARTMENTS OF THE INSTITUTE

- ADMINISTRATION:** Supervises all activities of the Institute.
- BUSINESS:** Acts as purchasing agent, and supervises the following services: Lodgings; Restaurant; Soda Luncheonette; General Stores; Engineering; Building Maintenance; Barber Shop; Tailor Shop; Laundry.
- RELIGIOUS AND SOCIAL SERVICE:** Promotes the spiritual, physical and social welfare of seamen through the following services: Religious Work; Clinics; Relief; Entertainment; Missing Men Bureau; Apprentices Room; Conrad Library.
- EMPLOYMENT:** Secures ship and shore jobs for seamen; pre-employment medical examinations.
- SEAMEN'S FUNDS:** Receives seamen's wages for safekeeping, and transmission to relatives.
- MERCHANT MARINE SCHOOL:** Conducts First-Aid and Lifeboat lectures and gives general nautical instruction to seamen and non-seamen preparing for examination.
- WAYS AND MEANS:** Raises funds for maintenance of Institute. Informs public as to Institute activities through THE LOOKOUT, press and radio.
- CENTRAL COUNCIL OF ASSOCIATIONS:** Coordinates women's groups, who assist the Institute chiefly through contributions, knitting, sewing, supplying clothing, books, etc.
- ACCOUNTING:** Serves as Accountant, Cashier and Staff Paymaster.

*House Police*

*Reproduced by courtesy of Du Pont*

## *"Now There Was a Ship" . . .*

A special expedition was made up to the New England coast to secure the old shingles and the shutter which form the background of the picture. The fishing net is an authentic one. All types of professional models applied for the character of the old mariner, but the *Institute's* employment department sent Captain William Brennan, a frequent visitor to 25 South Street, and he was selected to pose for this photograph!

### LEGACIES TO THE INSTITUTE

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

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

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

It is to the generosity of numerous donors and testators that the Institute owes its present position, and for their benefactions their memory will ever be cherished by all friends of the seaman.