

The Lookout



Seamen's
Church
Institute
of New York



The
One Hundred Fourth
Annual
Report

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APRIL, 1939

The
LOOKOUT

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK

25 SOUTH STREET, NEW YORK, N. Y.



Founded 1834

Incorporated 1844

ONE HUNDRED AND FOURTH ANNUAL REPORT

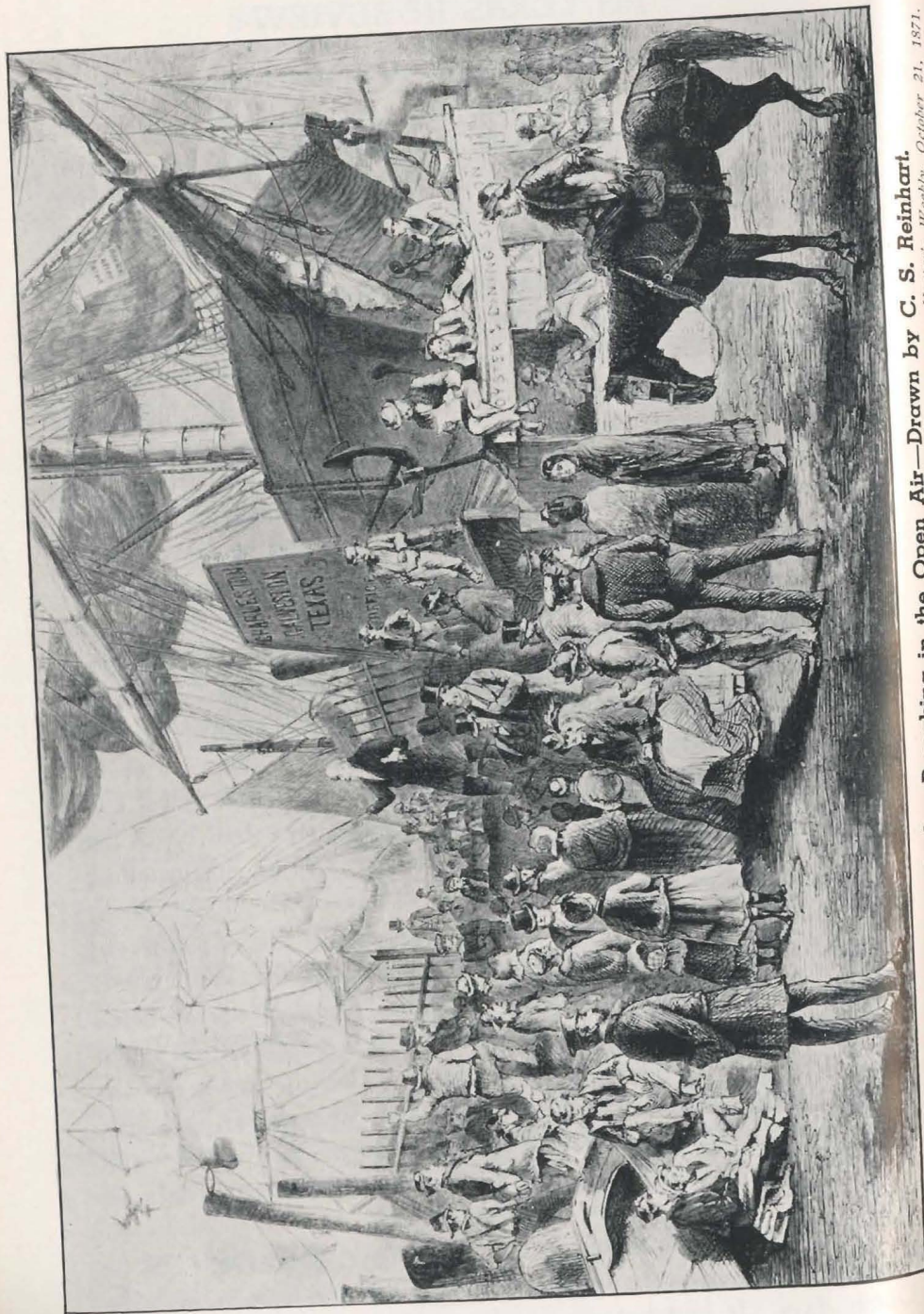
Year Ending December 31, 1938

Based in Part on Reports Presented at the Annual Meeting, January 26, 1939.



THE FLOATING CHURCH OF OUR SAVIOUR, FOR SEAMEN
PERMANENTLY MOORED AT THE FOOT OF FIVE STREET, CITY OF NEW-YORK.

1844



Along the New York Docks—Preaching in the Open Air—Drawn by C. S. Reinhart. *Harper's Weekly*, October 21, 1871.

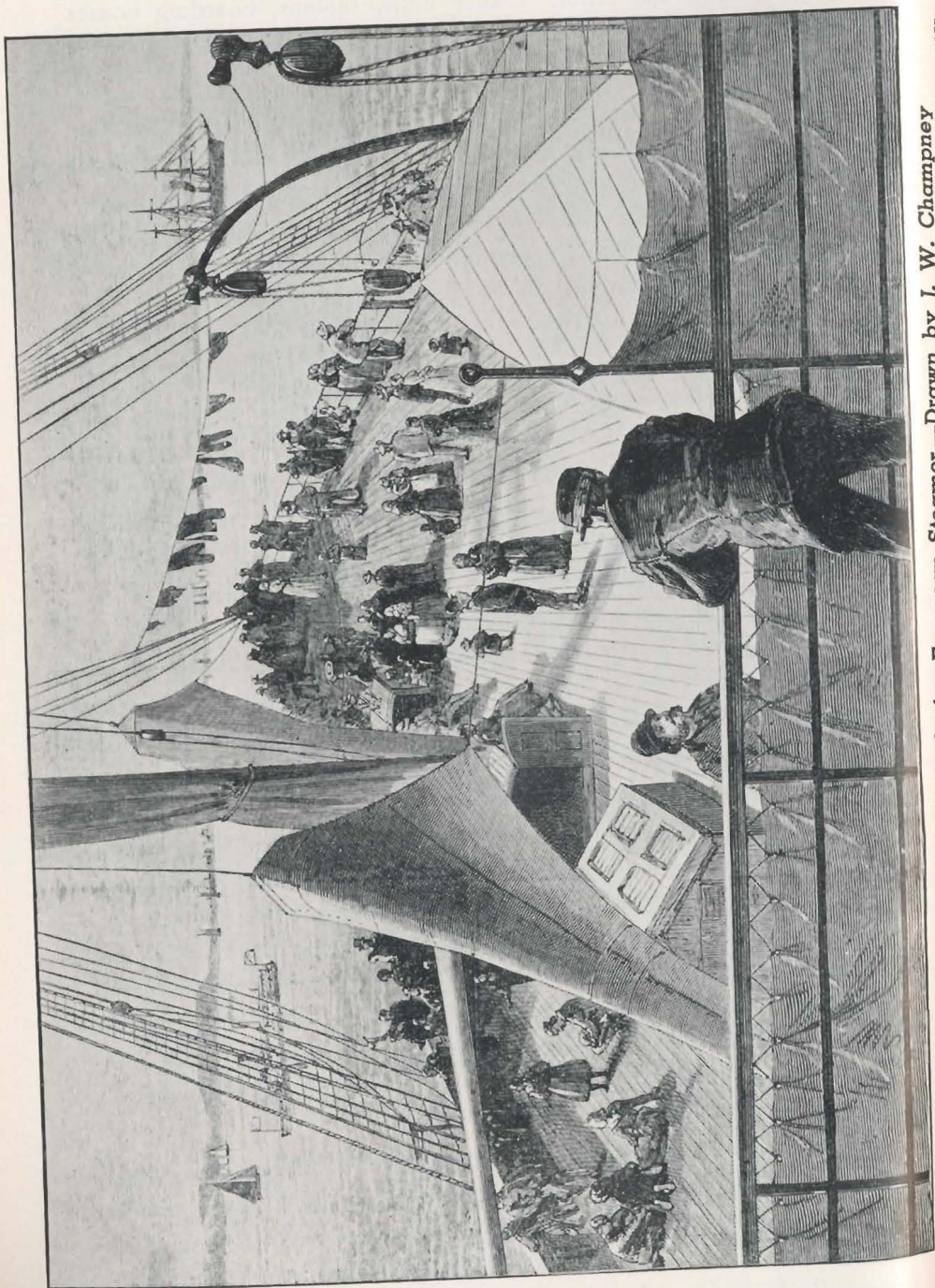
magnet, it drew the sailor. Dance halls, saloons, boarding houses offered him entertainment—at the price of his hard-earned wages and his physical and moral character.

Into this picture came the Young Men's Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York whose members soon went zealously to work in behalf of the exploited sailor. By 1844 they had completed a Floating Church, a "tasteful Gothic edifice," according to a publication of that period, "erected on the deck of a double boat, 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. 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-dressed fashionable congregation, he does not feel at home there. In this floating church he knows he has a home. If lands-people are there, they are the strangers, not he."

Another magazine of 1844 describes the floating chapel (illustrious ancestor of the present Chapel of Our Saviour) as "moored in the East River, at the foot of Pike Street, 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 . . . One of the most affecting circumstances in the course of the services, is the reading of the notes of sailors bound to sea, asking the prayers of the congregation present, that God would be pleased to preserve them from the dangers of the deep—of sailors who have just come on shore desiring to return thanks to Almighty God for preservation in the perils through which they have passed; and also, occasionally, one who has been in the hospital and just discharged, comes into God's house to return thanks to the Almighty for the great mercy of his recovery from sickness."

THE LOOKOUT editor has talked with a number of very old sailors who recall attending services in the early days of the second floating church. With fifty or sixty years perspective, these ancient mariners admit that much that was colorful and "quaint" and "picturesque" about those days on New York's waterfront has vanished



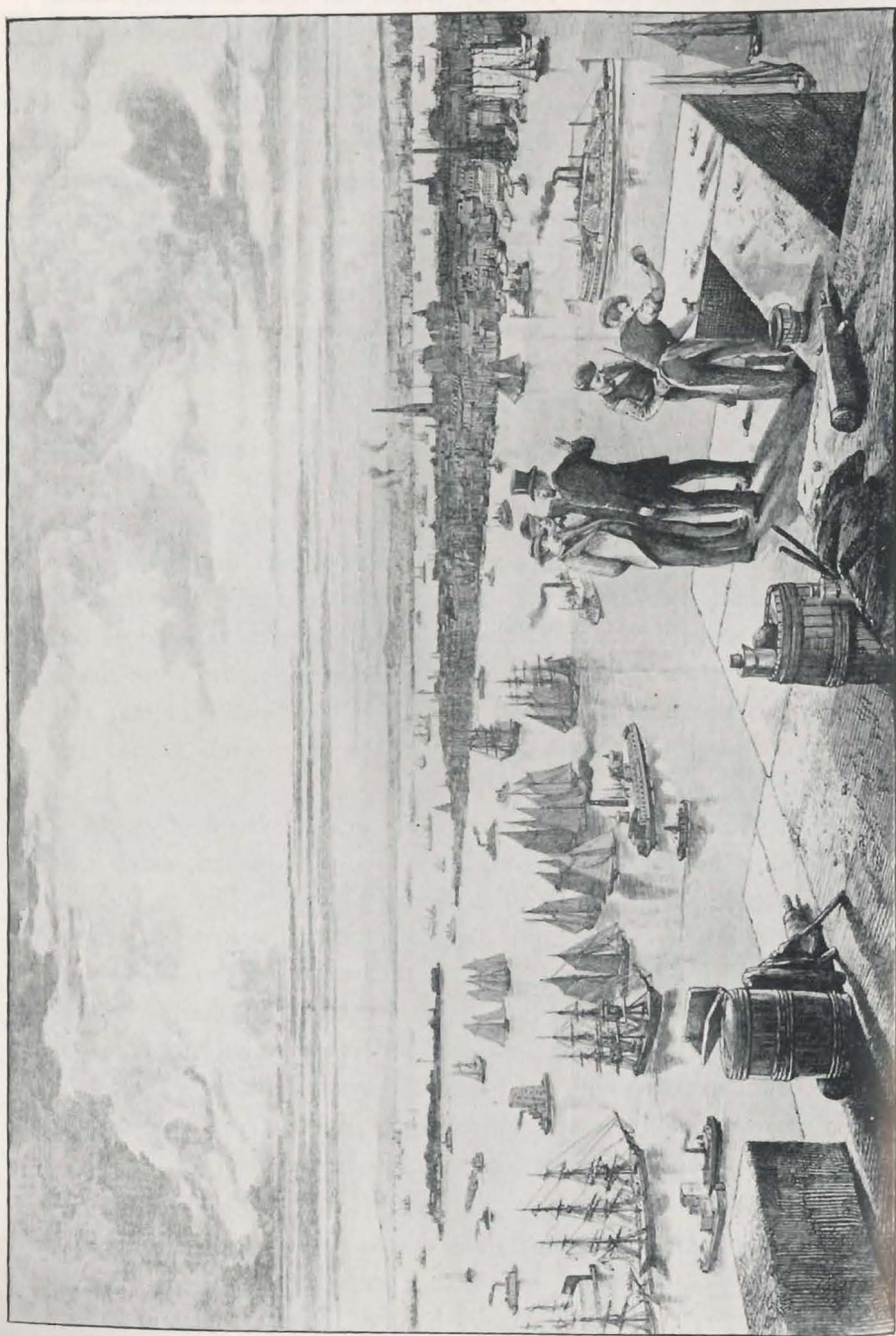
First Sight of New York Bay—Arrival of a European Steamer—Drawn by J. W. Champney
Harper's, June 8, 1877.

into the limbo of the past. Yet they would not wish those days back again: the heart-breaking toil, the sordid conditions both afloat and ashore for sailors. They hail the passing of the saloon-keeper, crimp and boarding house master all of whom had a heart of flint for sailors, keeping them in a state of drunken servitude. The worst places, they said, were called "Snide" houses, a Snide being a man who had never been to sea, who came down from the country, where he had been working on a farm or canal. They asked him to drink and lodged him a while. They told him yarns and "grogged" him up, and then "trapezed" or "shanghaied" him. His month's advance pay, when shipped, unconscious, aboard a vessel, more than paid the "Snide" house owner for his trouble.

When we asked these old-timers why the ship's captain could not do anything to stop this evil practice, they explained: "The captain was helpless. Sometimes he was in league with the 'Snide' owner or crimp. The greenhorn was generally kept until the last minute and then rushed on board as the ship was about to sail." Experienced sailors who wished to avoid 'Snide houses' would find knock-out drops put into their drinks, and even the temperate ones were made senseless by laudanum or chloral hydrate in their coffee or tea, and they, too, found themselves aboard a strange vessel, bound for Shanghai!

For more than seventy-five years this vicious system of exploitation of sailors not only continued, but actually flourished, aided and abetted by political figures like the illustrious Paddy Divver and the even more notorious "Big Tim" Sullivan. Since the first concern of politicians was to get votes, and since the sailor had no land-status at all, and in those days no vote, he was outside the charmed circle of political protection. In the eighties and nineties, he had no legal redress for his wrongs. Delivered ashore in New York by a pernicious system of "pay-off" the sailor, ripe for the plucking, was the openly admitted victim of the Bowery.

In the eighties and nineties the most famous sailors' resort was McGurk's, a dingy, notorious dive where "eat-em-up" Jack McManus the ex-pugilist, acted as bouncer, and "short change" Charlie the head waiter, cheated customers boldly. Many weird and odd characters haunted the district; "Shakespeare", an ingratiating beggar



New York Harbor, as Seen from the Brooklyn Tower of the Suspension-Bridge.
From a sketch by C. E. H. Bonwill.

Harper's Weekly, November 1, 1873.

who could recite whole scenes from the Bard of Avon; "Apple Mary" whose sailor-sweetheart was drowned at sea and who took to wearing numerous dresses in assorted shades, as mourning; Old Doc Shuffield in high hat, administering medical aid to the poor for no recompense; Steve Brodie and his saloon made famous by his alleged jump from the Brooklyn Bridge and Chuck Connors, the showman.

When the Rev. Archibald R. Mansfield arrived on the scene in 1896 he found the crimps firmly entrenched. He saw the need for strengthening the Society's work by uniting its Chapels and lodging houses into one large, central building. He waged a long, hard and bitter fight against the crimp system—and won—but not until the Institute's building at 25 South Street was completed in 1913. This sounded the death knell for the greed and cruelty which had run rampant on the waterfront for so many years. The Institute stood for law and order; here, at long last, was a haven and a refuge where a sailor's money, mail and baggage could be protected, and where he could sleep in comfort and in safety.

Dr. Mansfield was assisted in his endeavors by the Board of Managers who backed up all his efforts to clean up the waterfront and to give the sailor the decent accommodations he so richly deserves. Three men in particular influenced his life and his work: Mr. Benoni Lockwood, Mr. J. Augustus Johnson and Mr. Edmund L. Baylies. The present Superintendent, and the President, have caught the torch handed them by Dr. Mansfield and Mr. Baylies, and are carrying on the work with the same enthusiasm and zeal. For there is still much work to be done. Although shanghaiing is an obsolete term, "rolling" is not, and many a present-day sailor would be deprived of his accumulated wages by unscrupulous habitués of waterfront saloons, were it not for the guidance and protection of the Institute.

And so for over a century the Institute has worked unceasingly in behalf of seamen of all ranks and faiths, has grown with shipping, has kept pace with changing conditions on the waterfront, but first, last and always, has devoted its major efforts to providing seamen with a shore home to which, again and again, from the seven seas, as inevitably as the tides, they return.



"The Exchange"—Shipping Crews, Signing Articles, and Paying Off.

AMERICAN SEAMEN IN REVIEW

IN reviewing the status of American seamen, we must realize that civilian seamen resemble barracked soldiers; they sign away certain freedoms temporarily; they enlist under a system, with its ranks, disciplines and drills; they must be formally discharged from duty, or be classed as deserters; they are deprived of normal home life. Special laws have been necessary governing seamen, their employers, and for the public interest. In 1790 our country's first enacted law for the seaman (and from the beginning he has remained under Federal, not State legislation) initiated a series of policemen-like laws which marked the first half of our national history, the laws of the second half pointing more toward protection and reform. In the earlier period of individualism and of frontier pioneering, with crack Yankee ships leading the world, skillful but stern masters drove their packets and clippers with every stitch of canvas they could carry, yet with crews largely of crimped and shanghai'd nondescripts. Force, the belaying-pin, predominated as the most effective persuader to action. Force, discipline and punishment, with a few provisions for wage payments, food, marine hospital assessments, and limits on flogging, characterized the law. Flogging finally was outlawed in 1850. The sailor was a serf, bound to his ship, when this Society was started; he remained so for decades. To such men as these its floating Chapel and shore stations ministered.

After the Civil War, capital and labor could earn more on land than at sea. The United States did not change readily to steam, nor from wood to iron ships, and our sea power dwindled. Foreign merchant navies carried most of our non-coastal trade. Yet we still had seamen and needed a merchant marine.

Philanthropic agencies like this one shared in drafting new laws for seamen, and rugged prophets and leaders developed among the seamen themselves. A new philosophy was evolving, enshrining particularly personal and individual liberty. This was rooted in the Civil War's emancipation of Negro slaves, and the 13th Amendment to the Constitution, forbidding involuntary servitude, also in the general insistence on freedom of travel and of opportunity in our country, rich in resources.



Scene on a New York Dock—Stevedores Unloading a Ship—(Drawn by I. P. Pramishnikoff) *Harper's*

The new course of laws became therefore humanitarian rather than disciplinary. First was the Act in 1870 for Shipping Commissioners in all important ports, and codifying and humanizing marine laws. The Shipping Commissioners became the Federal agents to protect the rights of seamen and to settle disputes. In 1884 the Dingley Act, by prohibiting advance payments of wages to seamen, or allotments to other than near relatives, sounded the death knell of the crimping system, barnaced as it was by unscrupulous boarding-house keepers, saloons and brothels. Even decent shipowners had been hard put to it to secure crews without paying tribute to such parasites. The same act included some provisions to aid ship-owners, and for the financing of Marine Hospitals by a tax on ship tonnage instead of a wage tax. Conditions were still bad for the seaman, however, and the various "missions" ashore provided almost his only safe moorings. These helped, as did Dr. Mansfield in 1896 and later, in improving the laws.

From 1878 various unions were organized and these were combined in 1892 and 1895 into the International Seamen's Union of America. Engineered by the Union leaders, the McGuire Act of 1895 granted coastwise seamen increased freedom, even as to quitting their ships in port, and in 1898 the White Act improved conditions still further for all seamen on American ships in American ports, including abolition of arrest and imprisonment for desertion. Following the sinking of the "Titanic" in 1912, public pressure for increased safety at sea helped toward the passage of the famous Seamen's Act of 1915, known also as the La Follette Act, usually accepted as outstanding in modern maritime legislation, providing for increased safety at sea and improved working conditions. Its principal achievement was the release of seamen from their age-long serfdom by abolishing in all ports imprisonment of American seamen for desertion and of any seamen, even foreign, in American ports; it gave the right to demand in any port one-half of the wages due. It was hoped that world-wide equality of marine wages would result from this act, benefiting both the owners and the employees, but the complications of different national conditions, rates of exchange and buying power of money, militated against this.

Able Seamen's wages had remained low—\$25.00 per month in



Evening on the Battery—Drawn by E. A. Abbey, April 6th, 1878.

Harper's.

1900 and \$27.50 in 1915, when the act was passed. Europe was now at war, and in 1916 the United States Shipping Board was established. When America entered the war, ships and men were essential. A.B.'s wages soon rose to \$85.00 per month, and many improvements in working conditions were made. It was then that this Institute, geared for 500 lodgers, became crammed with 800; and the Merchant Marine School, with a faculty of ten, gave instruction to 4,000 students of all grades. The Unions, greatly grown in membership, and associations of employers worked together through collective bargaining, and the millenium seemed in sight.

But depression burst the bubble; owners felt they could not continue high wages, yet seamen naturally wanted them. Following the strike of 1921 the unions were reduced to the weak conditions of 1916, with internal difficulties. The twenties were dull days for American shipping, both owners and seafarers, and the Government attempted salvage by the Merchant Marine Act of 1928, with construction loans and mail subsidies. Labor was almost forgotten, however, and A.B.'s wages dropped to \$55.00, some companies paying even less. The great depression swamped the country, and in 1933 the Shipping Board was abolished or virtually reduced to a Bureau of the Department of Commerce. During the dull twenties, however, the Institute, needed increasingly by the seamen because of their own tribulations, surged with activity, and it was then that the "Annex" was projected, planned, partly financed, constructed and opened. This enlarged building proved its worth not only for commercial lodgings following its opening, but when crowded with seamen under the Federal relief.

The average seaman of that decade was younger than formerly due to the large carry-over of youths trained in wartime. Virtually all had received some schooling and American seamen as a body were better educated and better read than those of the 19th century. They had benefited by contact with the Institute and similar agencies, and by their own Union activities. They were still homeless, however, and their very attendance proved their need of the Institute.

The renaissance of union activity, re-kindled by new laws in 1933 and later, is part of our recent experience. The Pacific Coast was shaken by the terrific and violent longshoremen's and seamen's

strikes in 1934, settled in 1935 by arbitration, the International Seamen's Union to be the bargainer, with gains for the unions and the promise of better relations with employers. Later, these unions formed the Maritime Federation of the Pacific.

At this time on the East Coast the International Seamen's Union was strengthened by the newer laws, and under the National Labor Relations Board an agreement was effected in December 1934, between the operators and the union, earlier than on the Pacific Coast, with gains for both sides, including preference to union seamen. But storms were ahead.

The Union officials renewed the East Coast agreement in March, 1936, but were opposed by "rank and file" members, and a short strike resulted.

Many new maritime acts were passed by Congress in 1936, partly under the stress of disastrous shipwrecks, as had been the Act of 1915. These provided for the Continuous Discharge Book or Certificates, stricter examination and certifying of seagoing employees, three watches at sea, the stiffening of administration and inspection, and finally the appointing of the National Maritime Commission to reconstruct our merchant marine which was to be "composed of the best equipped, safest and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel."

On October 29, 1936, another big strike, but without violence, paralyzed shipping on the West Coast. After three months, an agreement gave victory to the unions, a basic wage of \$72.50 for A.B.'s and certain improvements in working conditions. By this time the Pacific Coast Maritime Federation had joined the Congress of Industrial Organizations. The Sailors' Union of the Pacific Coast remained aloof.

The International Seamen's Union officers on the Atlantic Coast prevented the extension of the strike, and in February, 1937, amended its agreement with the shipowners to conform more nearly to the gains of the West Coast unions.

Most shipowners by this time were prepared to accept collective bargaining and, with new or revised personnel departments, showed a genuine readiness to do well by their men. The Institute continued

working for good morale among the seamen, though remaining strictly impartial in union controversies.

The February agreement failed to satisfy all of the International Seamen's Union membership, and many of them withdrew and formed in May, 1937 a rival, the National Maritime Union, now under the C.I.O. This grew rapidly and is now the largest union of the Atlantic and Gulf Coasts. It has signed preferential agreements with most of the steamship companies.

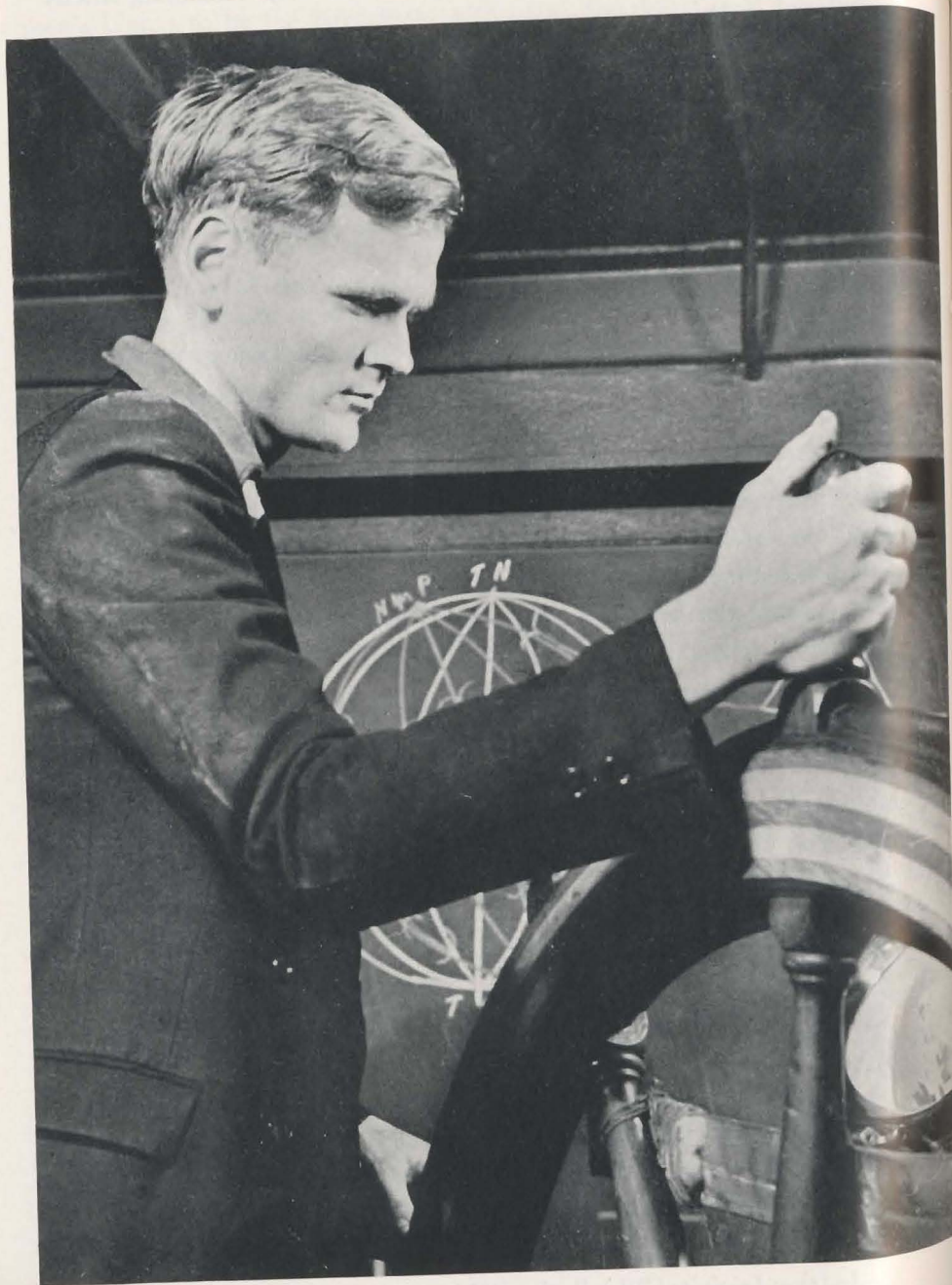
Though the Institute was quiet through most of 1937 and all of 1938, certain inter-union problems affecting the seamen in general, remain to be settled. The Sailors' Union of the Pacific has been re-chartered by the American Federation of Labor, together with the Seafarers' International Union of North America, replacing the old International Seamen's Union. It is hoped that in the field of maritime labor satisfactory harmony will soon be achieved, with smooth sailing for all.

THE YEAR 1938 IN REVIEW

The whistle blows. Friends wave goodbye. You ascend the gangplank. You are embarked on another ocean voyage. Instinctively you expect complete and immediate service. Your baggage is first taken in charge, your cabin is ready, a glimpse of the dining saloon whets your appetite, the library and smoking room invite you to use them, the bulletin board announces entertainments in store, and for other needs you find ready service at hand. You are in the midst of "all the comforts" of a ship.

Similarly, a seaman paid off from his ship, comes ashore and finds at 25 South Street an organization like a ship's, to furnish him all the "comforts of a club." Neither passenger nor seaman realize how much organization and faithful attention are required to provide these comforts and services.

In the Institute "ship" the cabin passengers are the seamen. They are the reason for the Institute's existence.



A Typical Seaman — 1939.

Photograph by Marie Higginson

Enlargement of Facilities

The "ship" itself, the present Institute building, which opened on September 15, 1913, continues sound this quarter century, shipshape and clear of barnacles. As in every year, improvements have been made. The Merchant Marine School was enlarged and re-equipped, due to the generosity of the Charles Hayden Foundation. The original tenth floor of the "Old Building," with its 62 narrow rooms, yet regarded as "palatial" by the standards of 1913 was renovated to provide 39 very commodious and attractive rooms. This was authorized by the Board as a test for possible similar treatment of four other such floors. The Carpenter Shop was again enlarged. By continued care in maintenance and in improvements the Institute is kept shipshape.

"Ship" Personnel

Ship-fashion, the Institute is organized into departments under the Board of Managers and the Superintendent. As on shipboard, a certain interweaving exists in the functioning of the deck, engine and steward's departments, so is this true of the seven departments of the Institute. No job is independent; each is essential to all others and to the whole. The Superintendent, as Captain, states that never could he ask for better "officers" and "crew". Theirs is a ministry, not just job holding, as evidenced by their devotion, harmony and efficiency. That the 205 employees like their work is proved by the large number of veterans of such periods as ten, fifteen, twenty-five and more years.

Through these departments in 1938 the following services for merchant seamen were rendered; they indicate the scope and extent of activities.

- 332 MISSING SEAMEN FOUND (Mrs. Janet Roper continues to befriend and advise seamen, and to reunite the missing with their families.)
- 297,955 LODGINGS (3,380 individual seamen were lodged on City relief and about 50% of these returned later as paying lodgers, after they had obtained ship jobs again.)
- 113,639 PIECES OF BAGGAGE HANDLED (This popular "penny-a-day" service solves the homeless seamen's perpetual

problem of finding a safe place in which to keep his belongings.)

- 773,285** SALES AT LUNCHEONETTE AND RESTAURANT (The usual high-quality food and service, for which the Institute has earned a reputation among seafarers, was maintained.)
- 292,580** SALES AT NEWS STAND (A convenience to meet the sudden needs of seamen for sundries, ranging from smokes to razor blades.)
- 26,096** BARBER, TAILOR AND LAUNDRY CUSTOMERS (Essential services to completeness as a "ship" or club.)
- 48,874** SOCIAL SERVICE INTERVIEWS (These are similar to the family man's opportunity to "talk things over".)
- 12,586** RELIEF LOANS (The percentage of repayment of credit loans was the highest in the Institute's history. Seamen enjoy "paying back" as soon as they get jobs again.)
- 7,966** INDIVIDUAL SEAMEN RECEIVED RELIEF
- 79,172** MAGAZINES DISTRIBUTED (Thoughtful friends supply current periodicals and grateful seamen take bundles of these aboard their ships.)
- 5,986** PIECES OF CLOTHING AND 1,278 KNITTED ARTICLES distributed (In addition to the many friends who send used clothing, women in 19 SCI Associations knit, sew and keep the "Slop Chest" well supplied.)
- 3,342** TREATED IN DENTAL, EYE, EAR-NOSE-THROAT and MEDICAL CLINICS. (Both preventive and curative work are done, especially for seamen ineligible for U. S. Marine Hospital care, often leading to employability.)
- 6,773** CADETS AND SEAMEN ATTENDED 610 LECTURES IN MERCHANT MARINE SCHOOLS; 1,183 new students enrolled. (The attendance of seamen, and of prospective officers, eclipsed previous peace years; the effectiveness of the instruction is shown by the students' success in passing examinations of the U. S. Steamboat Inspection Service.)
- 21,193** ATTENDANCE IN JOSEPH CONRAD LIBRARY; 4,911 BOOKS distributed. (The popular center for studious seamen readers and also a valuable adjunct to the School.)

87,444 ATTENDED 178 ENTERTAINMENTS: Moving pictures, athletic activities, concerts and lectures. (Seamen like to play and the Auditorium and Game Rooms are in full swing day and night.)

2,964 ATTENDANCE IN APPRENTICES' ROOM. (Apprentices from foreign ships, Cadets from American ships, are entertained, with the help of young women volunteers personally selected by the Supervisor.)

1,155 POSITIONS SECURED FOR SEAMEN. (Special calls come because of our 24-hour service, providing jobs both afloat and ashore.)

1,589 VISITS TO SHIPS BY INSTITUTE REPRESENTATIVES. (Many special services are rendered, particularly to seamen unable to reach the Institute, such as providing reading matter, paying bills ashore, and depositing money for safekeeping and also at interest in New York banks, thus encouraging thrift.)

\$520,341. Deposited for Seamen in banks, or transmitted to families through the Seamen's Funds Bureau.

13,868 Attended 600 RELIGIOUS SERVICES at the Institute, U. S. Marine Hospitals and Hoffman Island. (The increase in attendance at all services has been most gratifying.)

11,616 TELEPHONE CONTACTS WITH SEAMEN. (Careful handling of telephone messages often means jobs for seamen.)

38,451 INQUIRIES AT INFORMATION DESK. (Information regarding places to see in New York, how to reach steamship piers, advice regarding bus and train tickets, etc., make this Desk a Lobby attraction.)

Financial "Fuel"

For a successful voyage the "ship" must be amply bunkered with money as fuel, and this carefully conserved. The Board of Managers authorized an operating budget for 1938 which again maintained full service to seamen, without reducing standards. To continue this, the Institute counts on the generosity of its friends.

Noteworthy Events During 1938

The Institute was host to members of the crew of the "MANDALAY" which was sunk in New York harbor on May 28th. It also helped to welcome the new Holland-America liner "NIEUW AMSTERDAM" when she arrived here May 20th on her maiden voyage by a Flower and Fashion Show benefit on board. The new Norwegian-America "OSLOFJORD" was welcomed in a similar manner on November 15th by a Ski and Cruise Fashion Show, staged by the Debutante and Junior Committees. On October 13th the Institute's annual Fall benefit was held—a performance of the Ballet Russe de Monte Carlo. On April 28th a bronze bas-relief portrait of the Rev. Archibald R. Mansfield, D.D. was unveiled in the Chapel of Our Saviour. Dr. Mansfield's ministry of thirty-eight years as Superintendent of the Institute is further commemorated by the Mansfield Memorial Fund, to which friends have contributed. (See page 27). The income is used exclusively for the relief of destitute seamen.

Necrology

We regret to report the deaths, during the year, of two officers of the Board of Managers:

Charles S. Haight, who died February 20th, was elected a Manager in 1928, and a Vice-President in 1936, serving with signal ability. Eminent in Admiralty Law and in international maritime affairs, he served with distinction as the first Chairman of the Joint Committee of Seamen's Agencies, supervising pier collections.

Frank T. Warburton died November 15th. He was elected in 1888, succeeding his father, who had served for twenty years. In 1892 he was elected Corresponding Secretary; in 1904, Secretary and Treasurer, and in 1938 a Vice-President. His long devotion, particularly toward guarding finances, is one of the cherished traditions of the Institute.

Each of these men gave a son to the Board.

There died also, on March 8th, Mr. Francis M. Whitehouse, elected an honorary member of the Institute in 1917. In that year he joined with Mrs. Whitehouse in giving the 13th floor, originally

the roof of the "Old Building", now housing the Merchant Marine School, in memory of their son.

The Future

Meanwhile, the responsibility of the Institute as a "ship", continues for the individual, active seamen, its perpetual passengers.

Where is it taking them and what is its destination? The Government, the shipowners and the unions are helping, but the Institute should lead these men to Christian character building. A Government writer calls for "the provision of an adequately planned non-charitable program of educational, recreational and welfare activities." It is just this type of service which the Institute is rendering if by "non-charitable" the writer means non-pauperizing. The policy of the Institute has always been guided by the fact that seamen prefer to pay their own way, if within their power, in order to keep their self-respect; and as long as seamen maintain such a standard, this must be the guiding policy of the work. The Seamen's Church Institute of New York has grown steadily through a century of activity, and has always charted the shoals and fairways of the seamen's shore. It is to this end that the Board of Managers, the Superintendent and the Staff, ever maintaining their impartial position, offer the Institute as a means of pointing the way to better conditions for the men of the sea. Such conditions can come about through a sense of fairness to seamen by employers, through the modern recognition of them as free in their rights as individuals and through a determination on the part of the seamen themselves to maintain a spirit of cooperation and respect for the other side, bringing with it happiness in employment and harmony with employers.

Report Committee of the Board of Managers

REGINALD R. BELKNAP, Rear Admiral,

U. S. N. Retired

JOHN H. G. PELL

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

Income and Expenditures For the Year ended December 31, 1938

Gross Income from Operated Departments		\$311,184.31	
Institute Operating Expenses:			
Salaries and Wages	\$252,623.15		
Food and Merchandise	114,528.55		
Supplies	19,747.30		
Light, Heat and Power and Water	27,518.02		
Repairs, Renewals and Equipment	8,648.86		
Insurance	7,148.88		
Auditing	2,400.00(x)		
Publicity and Promotion	14,900.07		
Miscellaneous	30,622.98		
	\$478,137.81		
Interest on Notes Payable in respect of Building Annex	32,276.51		
Religious and Social Service Department (Salaries, Expenses and Relief)	80,094.39	590,508.71	
Excess of Expenditures over Income from Operated Departments		\$279,324.40	
Deduct Income from Endowments, Bank Balance, etc., for:			
General Purposes	\$ 32,716.62		
Religious and Social Service	2,470.30		
Social Service Relief	3,873.11	39,060.03	
Deficit from Institute Operations		\$240,264.37	
Contributions for:			
General Purpose:			
General Contributions	\$ 75,134.41		
Special Contributions and Income from Estates	106,720.93		
Proceeds from Benefit Performances	5,805.53		
Donations of Supplies	103.91		
Conrad Library	179.00		
	\$187,943.78		
Social Service Relief	11,491.15		
	\$199,434.93		
Transfers from General (Unrestricted) and Special Funds to Cover Clinic Expenditures	5,401.64	204,836.57	
Excess of Operating Deficit over Contributions and Transfers from General (Unrestricted) and Special Funds to Cover Clinic Expenditures		\$ 35,427.80	
Appropriation by Board of Managers from General (Unrestricted) Funds to Cover Operating Deficit		\$ 35,427.80	

Note: (x) Covers two-year period 1937 and 1938.

To the Board of Managers,
Seamen's Church Institute of New York,
25 South Street, New York, N. Y.

We have examined the accounts of the Seamen's Church Institute of New York for the year ended December 31, 1938. In our opinion, based upon such examination and the information furnished to us, the accompanying statement of Income and Expenditure sets forth correctly the results of the operations of the Institute for the year.

Very truly yours,

(Signed) HORWATH and HORWATH.

New York, N. Y., March 16, 1939.

SUMMARY OF REPORT OF COMMITTEE ON TRUST FUNDS

Year ending December 31, 1938

Summary of Assets

Securities, etc.	\$1,711,884.84
Mortgages	33,190.00
Cash on Deposit	72,755.16
	<u>\$1,817,830.00</u>

Summary of Funds

A. Unrestricted Fund	\$1,327,283.01	
B. Endowments: General	298,243.37	
C. Religious and Social Service	74,792.51	
D. Social Service Relief	117,511.11	1,817,830.00

Details of Above Funds

A. UNRESTRICTED FUND: PRINCIPAL AND INTEREST AVAILABLE FOR THE GENERAL USES OF THE INSTITUTE	\$1,327,283.01
Note: Of this amount, \$875,000.00 has been loaned to the Building Committee for the Annex.	

B. ENDOWMENT FUNDS, GENERAL, AND FUNDS FOR DESIGNATED PURPOSES:	
Anonymous	\$ 10,000.00
Mrs. S. R. Bartholomew, Pottsville, Pa.....	500.00
Estate of Mary W. C. Bayard.....	5,000.00
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	5,500.00
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 and mother, William H. Parsons, and Anna Pine Decatur Parsons	10,000.00
William D. Quackenbush, wife and daughter Janet.....	500.00
Rathbone Fund	15,000.00
Kate S. Richardson	50,000.00
Estate of Ellen N. Robie.....	100.00
Estate of Mary S. Scrymser.....	11,690.00
The Frank Sullivan Smith Memorial Fund	100,000.00
Chas. H. Tissington	100.00
Estate of Nathaniel L. McCready	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

FORWARD

\$ 299,949.38	\$1,327,283.01
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BROUGHT FORWARD	\$ 61,925.97	\$1,799,000.76
Estate of Olin Scott Roche, part payment on mortgage participations	67.81	
Estate of Julia Treadwell, part payment on mortgage participations	542.20	
	<hr/>	62,535.98
ENDOWMENT FUNDS GENERAL:		
Helen F. Hubbard Fund	\$ 1,000.00	
RELIGIOUS AND SOCIAL SERVICE:		
Chapel Flower Fund		
Sundry Donations	91.95	
SOCIAL SERVICE RELIEF:		
Mansfield Memorial Fund		
Sundry Donations	121.00	
	<hr/>	1,862,749.69
		1,877.88
		<hr/>
		\$1,860,871.81
Deduct amount appropriated for special purposes		43,041.81
		<hr/>
Assets December 31st, 1938		\$1,817,830.00

Note: This amount includes \$875,000.00 of Building Committee Notes. Dated, New York, December 31st, 1938.

JUNIUS S. MORGAN
Chairman
Committee on Trust Funds

Assets examined and found to agree with the foregoing account.

JOHN JAY SCHIEFFELIN
JOSEPH H. DARLINGTON
Auditing Committee

MEMORIALS

Thousands of seamen use the objects listed here which are available as memorials. Upon selection of a memorial it is marked by a bronze tablet suitably inscribed as the donor specifies.

Chapel Chairs, each	\$ 30.
Seamen's Rooms, each	300.
Seamen's Rooms with Running water, each.....	750.
Officers' Rooms, each	1,000.
"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.
For those desiring to select larger memorials there are available:	
Cafeteria	15,000.
Seamen's Reading and Game Room	25,000.
Modernizing Main Lobby	50,000.
Remodelling and Renovating an Entire Floor (62 bed rooms) in Old Building	8,000.

COMMITTEES OF THE BOARD OF MANAGERS

Elected January 26, 1939

Executive

GORDON KNOX BELL
REV. SAMUEL M. DORRANCE
CHARLES E. DUNLAP

CLARENCE G. MICHALIS, *Chairman*
HARRY FORSYTH
LOUIS GORDON HAMERSLEY
JUNIUS S. MORGAN

THOMAS ROBERTS
CHARLES E. SALTZMAN
J. MAYHEW WAINWRIGHT

Religious and Social Service

REAR ADMIRAL REGINALD R. BELKNAP
REV. FREDERICK BURGESS

REV. SAMUEL M. DORRANCE, *Chairman*
CHARLES S. HAIGHT, JR.
BENJAMIN R. C. LOW

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JOSEPH H. DARLINGTON
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CHARLES E. SALTZMAN, *Chairman*
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EDWIN DE T. BECHTEL
DE COURSEY FALES

J. MAYHEW WAINWRIGHT, *Chairman*
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GEORGE GRAY ZABRISKIE

Ways and Means

CHARLES R. BEATTIE
JOHN H. G. PELL

HARRY FORSYTH, *Chairman*
JOHN S. ROGERS
JOHN J. SCHIEFFELIN

Trust Funds

CHARLES E. DUNLAP
DE COURSEY FALES

JUNIUS S. MORGAN, *Chairman*
HARRY FORSYTH
THOMAS ROBERTS

Seamen's Church Institute Associations

FRANK GULDEN

GORDON KNOX BELL, *Chairman*
STEPHEN H. P. PELL

GEORGE GRAY ZABRISKIE, *Attorney*

Visitors Are Welcome at the Institute:

To reach the Seamen's Church Institute of New York, take 2nd, 3rd, or 9th Avenue "L" or Seventh Ave. subway to South Ferry; or BMT to Whitehall Street, then walk three blocks east; or Lexington Avenue subway to Bowling Green (Shuttle to South Ferry or walk down Broadway to South Street.)

Open to Visitors 9 A.M. to 5 P.M. daily.



AN AERIAL VIEW OF THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK.

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.