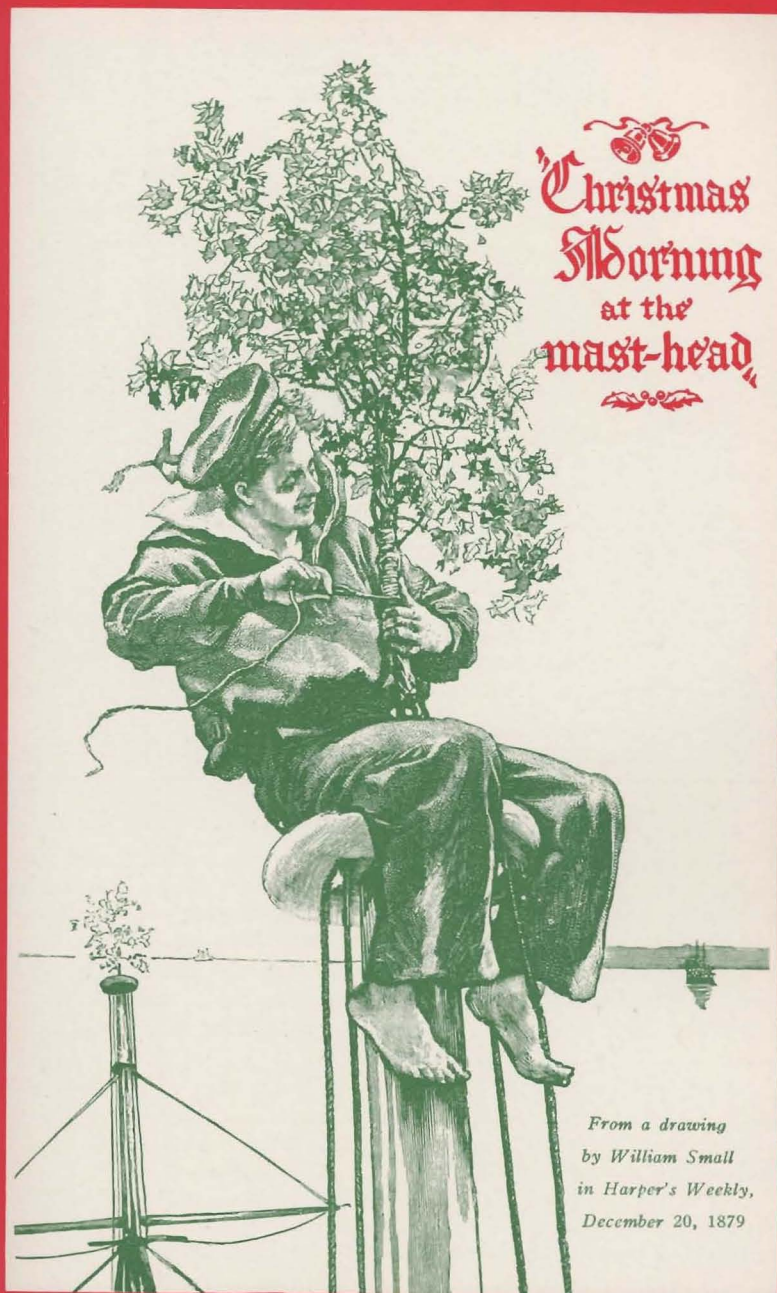


The LOOKOUT



SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

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The LOOKOUT

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OF NEW YORK
25 South Street

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. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."

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.

The Lookout

VOL. XXV

DECEMBER, 1934

No. 11

CHRISTMAS AT SEA



Courtesy Hapag-Lloyd.
When the Bremen arrived at Quarantine last year with the Christmas mail, a news photographer got this unusual shot of the large Christmas tree being hoisted to the top of the mast, where, gleaming with lights, it greeted the waterfront with "Merry Christmas." The mail flag, announcing the arrival of Christmas mail from abroad, is also shown.

CHRISTMAS is observed on board ships of all nations more than any other festival of the year. Only the necessary work of the ship is performed by the crew. After decks have been washed down fore and aft in the early dawn and the bo'sun has piped the morning watch below a dinner of turkey and plum pudding, with other good things, is served to all hands at eight bells (12 o'clock noon).

Plum pudding, or plum duff as it is called on shipboard, was regarded as a luxury years ago and on some of the small steamers and sailing vessels the crew gave something to the steward before leaving port so that they would have plenty of plums in their Christmas duff. These puddings were boiled in the big coppers in the ship's galley and the cook generally received half a bottle of rum to cheer him up while he watched the boiling during the night, with sometimes a disastrous effect on the cooking. Now, on board all ships flying the American or British flag, the crew get plum duff every Thursday and Sunday and many a poor seaman who suffers from indigestion says he hates the sight of it.

On Scandinavian and German ships (Hamburg-American Line and North German Lloyd) Christmas is a big event; the crews in port are given a two day Holiday, Christmas Eve being the special festive night, as is customary in the "Heimat." There is singing of Christmas carols, sacred music by skilled musicians, and lighter forms of amusement, dancing, etc.

Besides a festive dinner, the crew holds a gala celebration, sponsored by the Captain, and a general get-to-gether is held in the main social hall. In addition, in each department—the Engineers, the seamen, the stewards, the navigators, etc.—a special Christmas tree appears and gifts are exchanged among the crew. Trees are also displayed on each mast-head.

The usual Christmas dinner for the German crews consists of roast duck, stuffed with apples and chestnuts, with its trimmings, German beers and wines, and many little delicacies which tickle the palate of these seafaring men . . . pfeffernuss, marzipan, lebkuchen.

On one occasion the Hamburg-American Line had Santa Claus, "The Weihnachtsmann" board the ship just before sailing at midnight. He ran down the pier, after greeting the ship's orchestra which was playing carols under the large Tree on the pier, to the gang-plank where he distributed gifts to the little children who were sailing or who were on the pier to see off their relatives and friends. The Weihnachtsmann, was, of course, a member of the crew; they do everything to help along the festivities to make the passengers happy.

American ships in their home port do not have any

Christmas dinner on board, as the crew is always paid off on arrival. If the ship is at sea, however, it is decorated with holly, mistletoe, palms and evergreens and a special Christmas dinner is provided for passengers and crew. Liners that sail on southern cruises carry all kinds of Christmas favors and decorations for a masked ball, to be held on Christmas Eve, when the ship reaches the blue waters of the Carribbean Sea. Scotch ships usually make more festivity over New Year's Eve than they do over Christmas. The French and Italian flagships always have gay parties on Christmas Eve and the crews enjoy holiday dinners.

The Institute's Superintendent, the Rev. Harold H. Kelley, described to THE LOOKOUT editor some pleasing maritime Christmas customs on the West Coast. Steam schooners and coast-wise lumber carriers secure to their mast-heads small Yule-tide pine trees from the Northwest mountains, and often supply such to other vessels. One of the large companies operating such lumber schooners brings a supply of large Christmas trees to San Pedro as presents to the Seamen's Church Institute there and to churches and other organizations. Christmas is thus made colorful both afloat and ashore.

WHAT SEAFARERS READ

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VISITORS to the Joseph Conrad Memorial Library on the third floor of the Institute instinctively lower their voices and tread softly upon entering this unique room. As they tiptoe about, admiring the interesting figurehead of Joseph Conrad by Dora Clarke and the beautiful painting of *The Torrens* by Charles R. Patterson, they recognize at once the peace and quiet enjoyed by the seamen gathered there.

Every chair in the Library is occupied. Here in the world of books the men can cast aside their problems and relax in the pleasant atmosphere. Neither the whistle of tugs in the harbor nor the rattle of trucks on South Street seem to disturb the earnest book-lovers in their tireless pursuit

of knowledge. For the Library, ever since it was dedicated on May 24th to the great seaman-novelist has been serving many of Conrad's calling, providing them with about 5,000 volumes on all subjects ranging from the latest fiction and biography to ancient maritime books of exploration and travel.

An average of one hundred sailormen make use of the Library daily, a total of 10,000 since its opening. They enjoy browsing among the shelves and often try out two or three books before settling down for an afternoon or evening of reading. After mornings spent trudging to shipping offices looking for work they appreciate the companionship of a good book. The men, according to the Librarian, are quieter and better behaved than the

average public library visitors. Others have compared favorably the seamen readers' dignity and earnestness to that shown by graduate students in university research libraries. A number of the seamen even prefer the Library in the evenings to the moving pictures being shown in the Auditorium on the next floor. The attendance on holidays taxes the room's capacity.

The question of seamen's taste in reading may be answered by daily reports which show that they like all kinds of books, mystery, wild west, travel, history and biography. Books by Zane Grey, Upton Sinclair, Edgar Wallace, D. H. Lawrence, John Masefield, Basil Lubbock, Felix Reisenberg and William McFee are most frequently requested. Joseph Conrad is read by seamen of all ratings, from officers to cabinboys. Dictionaries, almanacs, and encyclopedias are constantly in use. Dickens and Dumas are popular, but few sailors have asked for Dana's "Two Years Before the Mast" or Melville's "Moby Dick." Books on chess, auction and contract bridge are greatly in demand. Books on navigation and life-boat handling are often requested. French and Chinese grammars are read; philosophy and psychology are frequently asked for; even books on Modern

Art; European and United States histories are widely read. Plays by Bernard Shaw and J. M. Barrie are popular. "Anthony Adverse" has been read; also Dante's *Inferno*, Race-track stories and "Lightship," by way of contrast!

All merchant seamen are eligible to use the Library. There is no red tape and they are not required to register. Special bookmarks are provided for readers who wish to return books to the Library shelves for use next day. This system is growing in popularity. Guests may take books to their rooms to read, on payment of a small deposit. The collection of technical books on navigation and engineering is greatly in demand and new books will be added as fast as funds permit.



ONE DAY

THE STAGE and the moving pictures have dramatized in "Grand Hotel" a day's happenings in a busy metropolitan hotel. Twenty-four hours at the *Institute* would also provide dramatic material. For when 8,000 to 12,000 men of all races and ages and creeds gather in one building daily there are bound to be interesting happenings. Indeed, in one day at 25 South Street, we see the whole gamut of human emotions run, from misery, greed, jealousy to the heights of happiness and the pinnacles of bravery and heroism. Let us select a daily report at random:

A birth, a funeral, a suicide and a leg amputation—such is the curious combination of events which transpired on just one day in the *Institute's* Religious and Social Service Department. The report shows that one sailor becomes a proud father; another mourns his wife's death; a third is jilted by his sweetheart and "ends it all" by jumping in the East River; a fourth, with admirable pluck, is taken to the marine hospital to have his right leg amputated.

Readers may protest: But that's an exceptional day. All right, let us select another day's report at random: A middle-aged seaman receives word that his only son has died of blood poisoning; a Negro woman asks the *Institute* to bury "her husband's father's brother's boy" who fell off Pier 34 accidentally last February, the body was found only yesterday; a Russian seaman with an interpreter wants employment on a ship going to Russia, having just learned that his wife (in Russia) has been put in prison and she is expecting a child. A

young sailor who nearly died in marine hospital of double pneumonia but is now convalescing is sent home to his overjoyed parents, a telegram being sent his invalid mother informing her of her son's arrival. A seaman with a wooden leg collapsed in the lobby and before medical aid could reach him died of a heart attack.

One day — another day — no two alike, each with its problems, its responsibilities and its challenges. Thanks to *Institute* friends we face each day with hope and faith realizing that their generosity makes it possible for us to ease the sufferings and lighten the burdens of hundreds of mariners who call the *Institute* "HOME".

KNOTS, SPLICES AND FANCY WORK

By C. L. Spencer

Brown, Son & Ferguson, Glasgow.

Price 5/-

The art of fancy knotting as practiced at sea reached its height on board the sperm whalers in the middle of the 19th century and the Sea Chest Shackle provided the whalemen's greatest scope for the display of their skill. Every conceivable kind of knot is illustrated. Good rope work requires a skillful sailor and the *Institute* laments the death of Otto Lang, whose rope frames brought him so much acclaim. Anyone interested in rope work would find this little book instructive and helpful.

BENEFIT RESULTS

We are happy to report that the net proceeds of the *Institute's* Tenth Annual Theatre Benefit totaled \$2,700. This amount has been turned over to our Ways and Means Fund, for the general maintenance of our work. To all those who generously supported the Benefit, we extend a hearty thanks and trust that they enjoyed the performance of "L'Aiglon."



The above illustration shows the crew of an American frigate of over a century ago on shore leave for Christmas, carrying with them souvenirs of the vessel's southern cruise. Note the little evergreen trees at the yardarms. Reproduced from a drawing by Dan Smith in the *New York World*.

A Christmas Prayer

*"God help us every one to share
the blessings of Jesus;
In whose name we keep
Christmas:*

*By remembering our kinship
with all men,
By well-wishing, friendly speak-
ing and kindly doing,
By cheering the downcast and
adding sunshine to daylight,
By welcoming strangers (poor
shepherds or wise men),
In the sharing of joy and the
bearing of trouble,
In the steady glow of love and
the clear light of hope,
God keep us every one."*

HENRY VAN DYKE.



THE spirit of Christmas is again abroad in the land, and people everywhere are turning their thoughts toward home and hearthside.

The homeless mariner on the high seas and the jobless seaman stranded on shore are both wistfully wondering what Christmas Day may bring to them. The Bedouin shepherds who heard the good tidings of Bethlehem were nomads—so, too, today's nomads—seamen who are transient, and wanderers because of their calling—cannot lead a normal home life. They endure all sorts of hardships and dangers in the pursuit of their duties and when ashore ask only a clean, decent place to live.

For 90 years the Institute has made Christmas real in the lives of thousands of seafarers. Often, the friendly help given has meant the rebirth of hope and faith and good will in the hearts of these men. It is within your power to bring "peace on earth and good will" by sharing your holiday with your unfortunate fellowmen.

MOVING the wide world over, a seaman turns his thoughts to home when Christmas Day draws near. Of all the holidays on which to be homeless and lonely, hungry and weary, Christmas is the hardest.

Many a seaman, whether sailing the high seas or stranded ashore looking for a ship, cherishes in his memory some Christmas Day spent in his own home far away and long ago. Crowds of seamen, foresee, too a holiday dinner at the Institute, thanks to the generosity of friends who share their holiday with these mariners.

This Christmas we expect to serve 2,000 holiday dinners—providing our friends rally round and send the necessary funds.* We are also planning moving pictures in our auditorium afternoon and evening, and other featured entertainment. We have arranged Christmas Carol singing and two services with special music in our Chapel on Christmas Eve, Christmas Morning and New Year's.

Our chaplains plan to spread Holiday cheer among sick and convalescent sailors in the wards of Marine Hospitals by distributing comfort bags containing candy, stationery, cigarettes and other articles.

Please designate your checks for HOLIDAY FUND and mail to: Seamen's Church Institute of New York, 25 South Street, New York, N. Y.

* On Thanksgiving Day we served 1,736 dinners.



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AHOY! SILHOUETTE SHIP PRINTS FOR SALE



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

CAPTAIN R. Stuart Murray of the Explorers' Club, who designed a set of four silhouette ship prints for the Institute last year, has just returned from British Honduras. We persuaded him to make two more of the charming little ship prints for LOOKOUT readers. So he has completed one of the U.S.S. Constitution, "Old Ironsides", 1797 and one of "The Torrens", 1875, Joseph Conrad's last ship. A new edition of the earlier prints, the Red Jacket, Ship Duff, Asterion and Seeadler, has been published. Prints are \$.30 each, or \$1.00 for a set of four; \$1.50 for the complete set of six. The entire receipts from the sale of these prints go to the Institute's Relief Fund. Kindly make checks payable to: Seamen's Church Institute of New York and mail to 25 South Street. The prints make most suitable Christmas gifts and are very attractive when framed. They are printed on heavy ivory vellum paper, size 8 by 10 inches. As a special offer, everyone ordering a set of these prints before December 20th will receive, complimentary, two extra silhouette prints—one of the Floating Church of 1843 and one of the present Institute building—which were also made by Captain Murray to harmonize with the others in the set.

Capt. R. Stuart Murray
New York, U.S.A.
'39

WANTED: TROTTY VECK MESSENGERS

Sick and convalescent seamen in marine and other hospitals tell the Institute chaplains how much they enjoy receiving copies of the cheery little Trotty Veck Messengers. Trotty Veck, you remember, was the character in Charles Dickens' story "The Chimes" who was always a messenger of cheer. The Society of Trotty Veck Messengers was founded in 1916 by two young men at Saranac Lake who were obliged to live in the mountains but who believed that the only way to conquer mountains is to climb—and climb cheerfully. We could use a great many more copies of these booklets so if you have any in your home, will you kindly mail them to the Institute's Religious and Social Service Department, 25 South Street. They will help to inspire and encourage sailormen who are sick and lonely.

BOOK REVIEW

The Cingalese Prince
By Brooks Atkinson
Doubleday, Doran & Co., Price \$2.50

The distinguished dramatic critic of the *New York Times* has written a pungent, racy and uncommon travel book of his experiences aboard a freighter, *The Cingalese Prince*. Sharpened by Yankee salt and savor, it is a record of the voyage of a British freighter around the world and back again to New York. In the long sea stretches there is time for a good deal of reflection and sound philosophy. Rich, peppery essays on many topics, descriptions of life at sea, and chats with ships' officers and crew hold the reader's interest.

THE DENTAL CLINIC HAS A BIRTHDAY



A BUNCH of bananas in a paper bag, rather than the conventional cake and candles, marked the Institute Dental Clinic's third birthday which was observed recently. The bananas were brought from Port Limon, the gift of an appreciative sailor who had had his teeth fixed in our Clinic. He wanted to show his gratitude to our hygienist who is very popular among the seamen because of her sympathetic attitude and understanding of their problems. Many of the sailors enjoy telling her of their troubles, their ambitions and their problems, and often bring her souvenirs of foreign ports.

Our clinic was established on July 13, 1931 and is known as the William D. Tracy Clinic. Dr. Tracy is the supervisor and Dr. Theodore Lang is the dentist in charge, assisted by Miss Henrietta Sanchez. It is open on Monday, Wednesday, Thursday and Friday mornings from nine o'clock until noon. Only active merchant seamen are eligible. Since its beginning, a total of 8,477 dental treatments have been given. The clinic was the gift of Mrs. Elisha Whittelsey.

Shipping companies have sent members of their ships' crews re-

quiring dental care, and men who have applied for ship jobs and been turned down because of their need for dental treatment, have received treatment and then procured jobs. Low rates are charged, examinations are given free of charge, also advice on diet and care of the teeth. Through the Institute's Relief Loan Department emergency dental treatment is given to destitute seamen.

Strictly speaking, this clinic has not been a clinic, but rather a private dental office catering to the needs of a clientele of seamen. Patients have not been treated with the usual impersonal and hurried efficiency found in most clinics but with the cordiality of the private practitioner who hopes to bring his patients back again. For example, the State law for clinics requires that patients demanding clinical treatment shall be given cards with a number. To comply with the law the Institute has given these cards but has placed the name more conspicuously so that the hygienist or dentist notices the name first and number last, thus aiding them in remembering the seaman's name. A little thing, but the men appreciate being known by their names instead of a number. Another little courtesy is the remembering of patients' names on their second visit. Seldom do seamen get the personal contact in their dealings with landsmen and it is a pleasure to see their eyes light up as being so remembered after a trip half way round the globe. Many of them are lonesome and derive comfort in writing to the Institute's dentist or hygienist who are very proud of these letters, born of such a casual thing as a few visits to a dentist's office. More than 30% of the seamen return for annual periodical reexamination, as advised.

MYSTERIES OF THE SEA

No. 1—The Flying Dutchman

Editor's Note: Mysteries, myths and legends of the sea have always captured the imagination and delighted the fancy of seamen and landsmen alike. Believing that LOOKOUT readers will be interested in this subject, we have gathered from various authoritative sources the best known of these mysteries and from time to time we shall publish condensed versions of them in our magazine.

THE ordinary version of the story of the Flying Dutchman is fairly well known. It is to be found in full in Jal's *Scènes de la Vie Maritime*.

"Once upon a time, a good many years ago, there was a ship's captain who feared neither God nor His Saints. He is said to have been a Dutchman, but I do not know, nor does it greatly matter, from what town he came. He happened once to be making a voyage to the South. All went well until he came near to the Cape of Good Hope, where he ran into a head wind strong enough to blow the horns off a bull. The ship was in great danger, and every one began to say to the Captain: 'Captain, we must turn back. If you insist on continuing to try to round the Cape we shall be lost. We shall inevitably perish, and there is no priest on board to give us absolution.'

"But the Captain laughed at the fears of his crew and passengers, and began to sing songs so horrible and blasphemous that they might well have attracted the lightning to his mast a hundred times over. Then he calmly smoked his pipe and drank his beer as though he was seated in a tavern at home. His people renewed their entreaties to him to turn back, but the more they implored him the more obstinate he became. His masts were broken, his

sails had been carried away, but he merely laughed as a man might who has had a piece of good news.

"So the Captain continued to treat with equal contempt the violence of the storm, the protests of the crew and the fears of the passengers, and when his men attempted to force him to make for the shelter of a bay near by, he flung the ringleader overboard. But even as he did so the clouds opened and a Form alighted on the quarter-deck of the ship. This Form is said to have been the Almighty Himself. The crew and passengers were stricken with fear, but the Captain went on smoking his pipe, and did not even touch his cap when the Form addressed him.

"'Captain,' said the Form, 'you are very stubborn.'

"'And you're a rascal,' cried the Captain. 'Who wants a peaceful passage? I don't. I'm asking nothing from you, so clear out of this unless you want your brains blown out.'

"The Form gave no other answer than a shrug of the shoulders. The Captain then snatched up a pistol, cocked it and fired; but the bullet, instead of reaching its target, pierced his hand. His fury knew no bounds. He leaped up to strike the Form in the face with his fist, but his arm dropped limply to his side, as though paralysed. In his impotent rage he cursed and blasphemed and called the good God all sorts of impious names.

"But the Form said to him: 'Henceforth you are accursed, condemned to sail on forever without rest or anchorage or port of any kind. You shall have neither beer nor tobacco. Gall shall be your drink and red-hot iron your meat.

Of your crew your cabin-boy alone shall remain with you; horns shall grow out of his forehead, and he shall have the muzzle of a tiger and skin rougher than that of a dog-fish.'

"The Captain groaned, but the Form continued: 'It shall ever be your watch, and when you wish, you will not be able to sleep, for directly you close your eyes a sword shall pierce your body. And since it is your delight to torment sailors, you shall torment them.'

"The Captain smiled.

"'For you shall be the evil spirit of the sea. You shall traverse all latitudes without respite or repose, and your ship shall bring misfortune to all who sight it.'

"'Amen to that' cried the Captain with a shout of laughter.

"'And on the Day of Judgment Satan shall claim you.'

"'A fig for Satan!' was all the Captain answered.

"The Almighty disappeared, and the Dutchman found himself alone with his cabin-boy, who was already changed as had been predicted. The rest of his crew had vanished.

"From that day forward the Flying Dutchman has sailed the seas, and it is his pleasure to plague poor mariners. He casts away their ship on an uncharted shoal, sets them on a false course and then shipwrecks them. He turns their wine sour and all their food into beans. Sometimes he will send letters on board the ships he meets, and if the Captain tries to read them he is lost. Or an empty boat will draw alongside the Phantom Ship and disappear, a sure sign of ill-fortune. He can change at will the appearance of his ship, so as not to be recognized; and round him he has collected a crew as cursed as himself, all the criminals, pirates and cowards of the sea."

Such is the story as Père Pipi tells it. We also find, side by side with the narrative which has been given, at least two other contemporary versions.

Poets, composers and novelists have used the Flying Dutchman legend: Coleridge in "The Ancient Mariner," Wagner in "Der Fliegende Holländer," Marryat in "The Phantom Ship."

Another version comes from America and is recorded by Washington Irving in his "Chronicles of Woelfert's Roost."

We find a perfect labyrinth of very similar legends. There is the slave ship which was not allowed to enter port because it had plague aboard, and which wanders the sea with a cargo of corpses. There is a Phantom Ship which plies in the Baltic, bringing disaster to all who encounter her. There is a Death Ship, manned by skeletons, condemned to a cruise which may only end when she has been boarded and a Mass has been said in her for the repose of the souls of her crew.

As we explore the folklore of the seafaring peoples the stories multiply in number and grow more fantastic in character. There is the ship, the size of a mountain, which tried to squeeze through the Straits of Dover and scraped the cliffs white in the attempts. There is the ship which takes seven years to tack, and whose cables are the circumference of the dome of St. Peter's. And there is yet a third and more gigantic vessel, in which every block contains a tavern, and in which a man will take three weeks to ride from bow to stern.

We find French, German, Spanish, Danish, Irish, Cornish, Highland, Canadian, and almost numberless other tales. They are all concerned with a strange and marvelous ship, which generally lies under

some curse, and to meet which is an omen of disaster for the honest seaman. The climax is reached when in the China Seas we encounter a Phantom Junk!

As we pursue the legend back through the ages, the stories vary in detail, although they retain certain points of similarity. At Venice there is a painting by Giorgione of a spectral ship with a crew of demons. In the sagas a boat is set adrift "in the power of the evil spirits." During the reign of the Emperor Justinian, when a plague attacked Europe, phantom ships, with crews of black and headless men, were seen lying off the infected ports. And finally the story vanishes in a cloud of early Christian, Hindu, Norse and Russian legends.

So much then for our Flying Dutchman who continues to beat off the Cape of Good Hope until the Day of Judgment!

JUST FOLKS—

By EDGAR A. GUEST
(Copyright)

BOOKS FOR SAILORS*

One man threw a book aside;
On a shelf, untouched, it died.
"It has given joy to me,
But I'm done with it," said he.
As he put that book away
Useless on the shelf to stay
Said a sailor: "What I need
Is a book to sit and read.
For your idle time at sea
Books are pleasant company.
Wish that someone now and then
Would remember sailormen."
Books no longer wanted lie
Dusty on the shelves to die
When with pleasure they would be
Read by men who go to sea.
Did you know that women fair
Gather books from everywhere—
Books, whatever kind they be—
For the men who go to sea?
All around the world they go
On the decks and down below
Read and read and read again
By the lonely sailormen.

* From January 1st to November 1st, 1934,
the Institute distributed 72,306 books and magazines to seamen.

DEDICATED TO THE INSTITUTE'S INFORMATION CLERKS: "INFORMATION"*

It is only two by four, with its glass
panelled door
But it's there that they dispense all
kinds of lore
If you are in need of a schedule
for bus or train
Or a weather forecast on sunshine
or rain
If you have just "Paid Off" and
want something more
Than the usual round of pleasures
on shore.
They can talk of the stage or the
silver screen
And advise as to what should, or
should not be seen.
They can arrange translations from
Chinese to Greek
Discuss Homer's "Ulysses" or
Lewis's "Main Street".

* To our great regret this important welcoming first floor Information Booth has been closed, we trust only temporarily, for lack of funds.

Chat about museums with all their
treasures of art
Or free organ recitals, and statues
in the park.
If you want to take a young lady
out to tea
They can tell you how to do it
inexpensively.
Don't worry about the maze of the
subway
Let them explain it, to them it is
play.
Even if your question seems hardly
worth while
At least you will get a welcoming
smile.
So seamen all, no matter what your
station
If in doubt, take this advice, "Ask
Information".

By GEORGE GARDNER ELVIN.



Summary of Services Rendered to Merchant Seamen By The SEAMEN'S CHURCH INSTITUTE OF NEW YORK From January 1st to November 1st, 1934

457,287	Lodgings (including relief dormitories).
32,367	Pieces of Baggage Checked.
1,586,348	Sales at Soda Fountain and Restaurant.
1,070,409	Relief Meals served.
24,621	Barber, Tailor and Laundry Customers.
9,945	Seamen attended 180 Religious Services at Institute and U. S. Marine Hospitals.
317	Lectures given in Merchant Marine School; 70 new students enrolled.
124,995	Social Service Interviews.
7,325	Relief Loans.
4,651	Individual Seamen received relief.
72,306	Books and magazines distributed.
9,724	Pieces of Clothing and 2,790 Knitted Articles distributed.
538	New cases treated in Dental, Eye, Ear, Nose and Throat Clinics.
114,925	Seamen attended 152 entertainments, moving pictures, athletic activities, concerts and lectures.
1,767	Seamen referred to Hospitals and Clinics.
3,233	Apprentices and Cadets entertained in Apprentices' Room.
10,748	Barber, Cobbler and Tailor Relief services.
237	Missing seamen found.
2,556	Positions procured for Seamen.
2,857	Seamen made deposits in Seamen's Funds Department.
\$172,393.	Deposited for Safe-keeping and transmission to Seamen's families.
8,526	Seamen made use of Joseph Conrad Memorial Library.



Photo by Alan J. Villiers

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