

THE LOOKOUT



FULL-RIGGED YACHT "SEVEN SEAS"

SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

VOL. XXIX No. 7

JULY 1938

THIS MONTH'S COVER is from a photograph by Morris Rosenfeld of the full-rigged yacht "SEVEN SEAS" and is published with the kind permission of Mr. W. S. Gubelman, owner of the yacht. Built in 1912 as a Swedish training ship and named "Abraham Rydberg," this trim little ship was designed by Bergsund M. V. Atkieb. Her length overall was 168 feet and in 1929 she was lengthened 29 feet and converted into a yacht by Inglis M. Upperco and renamed the "SEVEN SEAS". Last year she raced the full-rigged yacht "JOSEPH CONRAD" to Bermuda.

The **LOOKOUT**

VOL. XXIX, JULY, 1938

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

*Entered as second class matter July
8, 1925, at New York, N. Y., under
the act of March 3, 1879.*

Subscription

One Dollar Annually

Single Copies, Ten Cents

Gifts to the Institute of \$5.00 and over
include a year's subscription to "The Lookout."

Address all communications to
SEAMEN'S CHURCH INSTITUTE
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.

The Lookout

Vol. XXIX

July 1938

No. 7

The Crew of the "Mandalay"

By O. R. Pilat*

Images and/or text cannot be shown due to copyright restrictions.

*Reprinted from The New York Post, June 1, 1938 by special permission.

Images and/or text cannot be shown due to copyright restrictions.

Henry Hudson: Navigator

AFTER a lapse of 29 years the 17 foot bronze statue of Henry Hudson, English navigator, commissioned in 1909 at the time of the Hudson-Fulton celebration, has been completed and was raised on May 7th to the lofty pedestal atop the 107 foot Doric granite column which stands at 227th Street and the new Henry Hudson Parkway. The original model for the statue was made by Karl Bitter, N.A. who died in 1915. Park Commissioner Robert Moses retained Karl G. Gruppe, noted sculptor, who had been a student of the late Mr. Bitter, to produce the bronze statue from sketches in Mrs. Bitter's possession. The statue represents the famous navigator clad in rough sea-going garments over which he wears a loose sheepskin jerkin. The figure reveals Hudson in a mariner's stance, facing the Henry Hudson Bridge, gazing out over the river which bears his name.



De Witt Ward Photo

Statue of Henry Hudson by Karl H. Gruppe

The story of Hudson is familiar to every school child (although people frequently erroneously call him Hendrik instead of Henry. He was born in London, England but commanded the "Half Moon", owned by a Holland firm, the Dutch East India Company.) Hudson's dream was to find a passage to Cathay, and in the "Hopewell" and the "Discovery", as well as in the "Half Moon" he made voyages searching for "some sort of a sound or channel" leading from the Atlantic to the Pacific. Just before his departure in the "Half Moon" Hudson received a letter from his friend, Captain John Smith, in Virginia, urging him to try to find a thin strip of land, to the north of the colony in Virginia, described by Indians as the long-sought passage. Early documents give evidence that Hudson was regarded as "an ex-

perienced pilot" who spent much time with cartographers and the learned Peter Plancius, trying to find the short way to the East. His accidental discovery of "De Groote Noordt River", later named Hudson River, and his voyages to Spitzbergen and the Hudson Bay Territory opened up the whaling and fur industries.

We like to think of Hudson with a few scientists and navigators discussing that strange place, the North Pole. They hold the notion that the climate at the actual Pole is warm! Hudson is inspired by Sebastian Cabot's declaration that "there is no land uninhabitable and no sea unnavigable".

On Hudson's last and fateful voyage in the "Discovery", he took on board a self-willed scapegrace, Henry Greene, who showed his gratitude by instigating a mutiny

(Continued on Page 12)

Rescues at Sea

THE silver medal of the Life Saving Benevolent Association of New York was presented on June 3rd to Captain Gilbert C. Bown of the steamer "Lillian Luckenbach" for a rescue at sea last December. Mr. Herbert L. Satterlee, president of the Association, and vice-president of the Institute, presented the medal and cash awards to nine members of the life-boat crew which participated in the rescue. On December 5th at 1:55 A.M. in Lat. 24-34 N., Long. 74-12½ W. a woman passenger was reported missing from the vessel. Captain Bown ordered the ship swung around and proceeded on the reverse course until she reached the point where the passenger had last been seen. At 3:24 A.M. a lighted marker buoy was dropped and No. 1 lifeboat in command of Mr. R. Kreutzer, Third Mate, was lowered. Search was made over an area three miles North and South and two miles East and West, but without success. At 4:34 A.M. the boat was recalled. The vessel was again swung around and at 6:30 A.M. proceeded on the base course, North, continuing the search. At 6:55 A.M. the passenger was seen in the water, floating, broad on the starboard bow. Lifeboat No. 1

(Continued on Page 5)

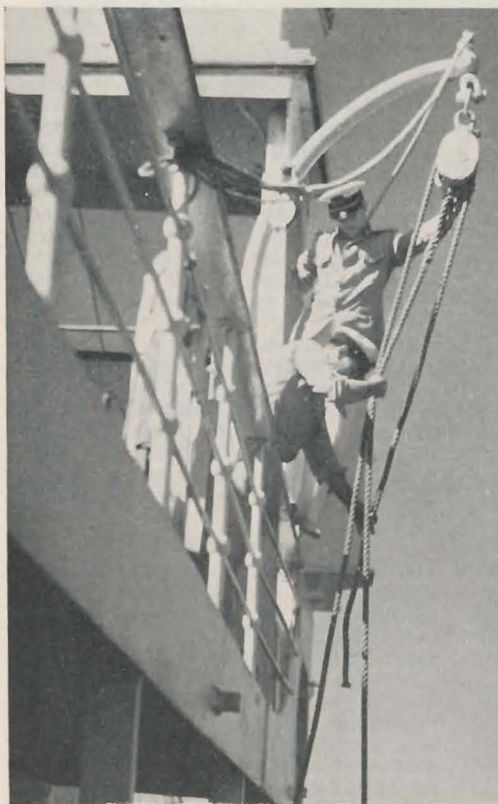


Photo by Roy Pinney, Courtesy CORD AGE Magazine
Launching a Lifeboat

Seafaring as a Career

By O. C. FREY, Registrar
Merchant Marine School, Seamen's Church Institute of New York

Editor's Note: The enlarging of the Institute's Merchant Marine School, of which Capt. Robert Huntington is Principal, has progressed satisfactorily, and as we go to press, the work is practically completed. A grant of \$25,000. from the Charles Hayden Foundation, (created especially through the will of Mr. Hayden, to assist American youth), has made possible the complete renovation of the School quarters on the thirteenth floor, the purchase of greatly needed equipment; the granting of scholarships to deserving young men, and the establishment of a rigging loft with cable and rope splicing equipment, model hatch, with accompanying mast head, cargo booms and windlass, indoor rowing machine, life boat equipment and a breeches buoy. A carpenter and ship-model shop and Bos'n's locker adjoin the rigging loft. On the wall are hung model knots and splices, and nearby the bench and vise for instruction in splicing wire rope. The School exists primarily for men already in the Merchant Marine who desire to improve in their work and to earn advancement in their career as seafarers. Each Saturday students in the School go for a day's trip aboard the S.S. "North Star", a steam yacht of 331 gross tons, in order that they may put to practical use their School-room instruction.

OUR School is one of the few offering an opportunity to the unlicensed personnel aboard American ships to prepare themselves for examinations leading to better positions in their particular departments. Consequently, our students represent the highest type of American seamen: ambitious, intelligent, conscientious and eager to advance.

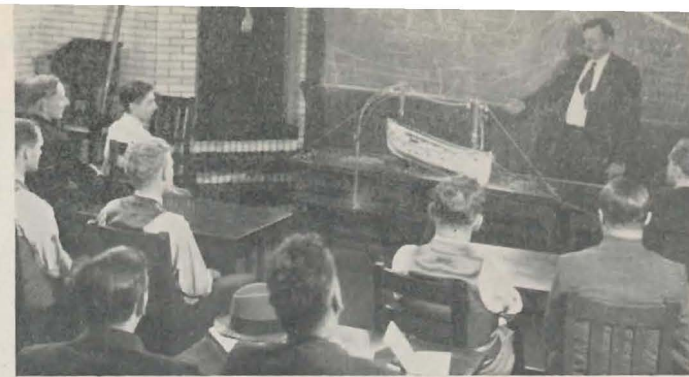
Each day we receive many letters from young men outlining their individual plans and ambitions. For example, one ordinary seaman ("O.S.") on an American liner writes that he wishes to attend our School for a two week period in preparation for an examination by the local Steamboat Inspection office which, if passed, will entitle

him to his A.B. (Able-bodied Seaman) and Lifeboat certificates. At the end of his next trip he arrives, and after securing accommodations at the Institute, is enrolled as a student. His history is an interesting one: Born in the East, he lost his father when he was 16 years old and had to leave school. He began work on a fishing boat but soon turned to deep water sailing where more money could be made to help out with expenses at home. Eventually, he plans to secure his officer's license and then a berth on one of the Standard Oil tankers.

Referred to us by the Travelers' Aid Society was a young man of English and French parentage. He had been in this country only a few months and had limited sea experience. His ambition, however, was to follow in the footsteps of his older brother, now sailing as an officer aboard an American freighter. His many practical questions in the classroom indicate that he is a keen observer.

Brought to our attention by the Welfare Department were a father and son who had hitch-hiked from Chicago to New York. The father, a former Navy man, was returning to sea because his wife had recently died and their home was given up. The son, aged 19, desired to attend our School—an ambition of long standing, recently intensified by a summer's work on the Great Lakes as an O.S. The young man was without money for living expenses while attending the School, and so the Institute provided him with room and board.

From one of the large American shipping companies was referred a young man, aged 23. He had worked his way through the ranks and was



Paul Parker Photo

Instruction in Life Saving by Captain Robert Huntington, Principal, Merchant Marine School.

promised a position as mate as soon as he could secure his officer's license. From the time this young man enrolled we knew that he had unusual ability. Self-reliant, energetic, he had finished the prescribed course in navigation within seven weeks and had obtained his license. Within another week he had shipped out. We understand that he will be married when his ship returns to New York.

Former students often return to the School for additional study. An example of this is an engineer, age 45, who attended here ten years ago. Since that time he had worked with a company operating ships on the Great Lakes. Recently, he was offered a promotion to 2nd Assistant Engineer and returned to study with us so that he might secure his Chief Engineer's license. Since we had last seen him he had married,

established a home and had several children. His ambition is to become a Chief Engineer and to send his son to M.I.T.

A quartermaster enrolled in our School on April 2nd. He is employed on the S.S. Excalibur and is studying to become a second mate. When he sails he always takes work with him to do on the voyage, and returns to his studies whenever his ship is in port.

These, and many other students, all with various homes, aspirations and problems, comprise our School. They come and go—just as the ships do. When they leave we take pride in the realization that they take something with them which we have helped to give—a spirit of loyalty and devotion to duty which makes them better men, better seamen and better officers for our own American Merchant Marine.

Rescues at Sea

(Continued from Page 2)

was again launched; the missing passenger was taken aboard and hoisted to the deck of the "Luckenbach" which at 7:50 A.M., proceeded on her course. Captain Brown was complimented for his "humanity and seamanship" in affecting the rescue.

A story of heroism at sea whereby nine men of the trawler "Exeter" were saved after she caught fire, was told in a radio message. On April 16th the trawler sank, about sixty miles south of Nova Scotia. Crew members launched dories and were picked up by the trawler

"Illinois" which reported that the cause of the fire was unknown. The message from the Coast Guard cutter, "Algonquin", to which the crew was transferred, was as follows: "While under way at full speed engine room of trawler 'Exeter' suddenly enveloped in flames, which spread rapidly. Engineer Spinner entered flaming engine room, accompanied by Engineer Woodrow Wilson, who played fire extinguisher on him. He beat out the flames which were spreading to the dories stowed immediately over engine room. Crew launched dories and all were rescued."

"City of Spire and Masts"



Photo by Ewing Galloway, N. Y.

"City of Ships!

(O the black ships! O the fierce ships!

O the beautiful sharp-bow'd steam-ships and sail-ships!)

City of the world! (for all races are here,

All the lands of the earth making contributions here);

City of the sea! City of hurried and glittering tides!

City of Spires and Masts! My City!"

—WALT WHITMAN

In the maelstrom of a big metropolis it is easy to lose sight of the simple, homely, friendly spirit of neighborliness which makes life in small towns and cities so comforting. A person can be alone in Manhattan, with thousands of strangers surrounding him.

Here at the *Institute* we try to provide the friendly, neighborly spirit which seafarers find lacking on the city's crowded streets. They have come to rely on us for counsel, for temporary financial aid, for help in untangling their innumerable problems, for, in brief, a neighborly hand to tide them over when in difficulty.

Kindly ke

checks

payabls

"SEAN'S

CHUR

INSTIE

OF N.YORK"

and into:

25 Sou

Street,

New Y., N. Y.

All Contributions

Are Tax-exempt.

YOU have been a good neighbor to these seafarers by your faithful and generous support of the *Institute*. You have stood by loyally, and because of your encouragement and interest, we are able to befriend thousands of worthy men of the sea. Because of depressions and recessions, some of our good friends have had to make genuine sacrifices in order to continue their contributions, and others have been compelled to omit entirely or reduce their gifts.

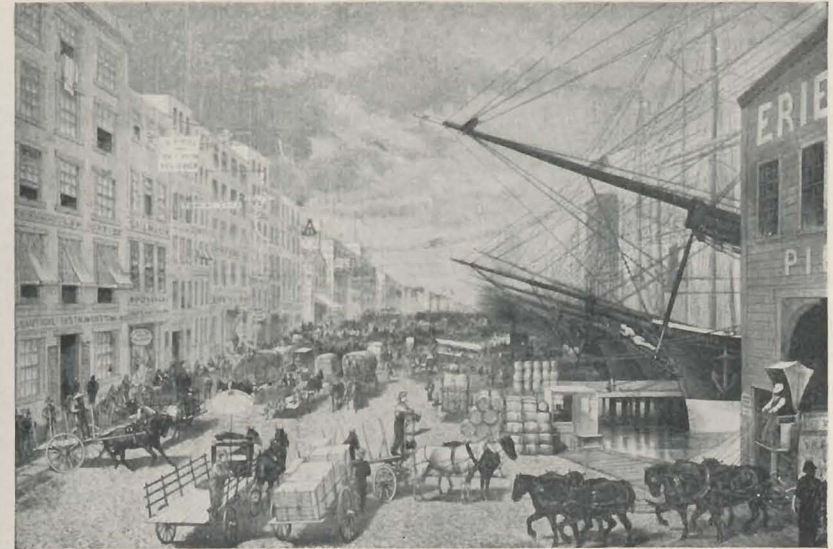
Because of this reduction in both the number and amount of donations, we are eager to secure new friends for this work of welcoming and befriending merchant seamen. We would also welcome *extra* gifts or *increased* gifts from our friends who can afford to help in this way. The work of the *Institute* goes on day and night, year in and year out. We must not curtail our services to seamen for lack of funds. We appeal to you, hoping that you will share with us this responsibility and this opportunity of serving the men who protect our lives and cargoes on all the seven seas.

Images and/or text cannot be shown due to copyright restrictions.

South Street, Ahoy!

By ARTHUR STYRON*

Images and/or text cannot be shown due to copyright restrictions.



South Street, 1878
From a Contemporary Etching

Images and/or text cannot be shown due to copyright restrictions.

*Excerpts from an article in "GLOBE" Magazine, May, 1938. Reprinted by special permission.

Images and/or text cannot be shown due to copyright restrictions.



Echo Publishing Co.
Photo by Walter Suessman,
The Compass in the Institute Lobby:
where Shipmates meet

Images and/or text cannot be
shown due to copyright
restrictions.

Images and/or text cannot
be shown due to copyright
restrictions.

Henry Hudson: Navigator

(Continued from Page 3)

against the Captain. Hudson and eight of the ill members of the crew were forced out of the ship and in a small shallop they landed on Danby Island, in the ice-blocked waters of a bay. The statement of the ship's carpenter, "Philip Staffe", who refused to desert his beloved captain, has been retained for posterity: "I hath not heard the bells of St. Mary-at-Key knoll to church for nothing. I know what is right and what is wrong. As for myself, I will not stay in this ship with you mutineers unless you force me. Give me my carpenter's tools, for I choose rather to commit myself

to God's mercy and for the love of the Master go down into the shallop, than with such villainies to accept of likelier hopes." Eight poor sailors were thus abandoned in the great unexplored Arctic "without food, drink, fire, clothing or other necessities." And so Hudson, the great seaman and navigator, died a hero, believing that, at long last, he had found the long-desired passage to Cathay. History records that the instigator of the trouble, Henry Greene, was killed by a flight of arrows from Indians or Eskimoes while attempting to anchor the "Discovery."

Book Reviews

FIRST CLASS PASSENGER

By August Mencken.

Alfred A. Knopf \$3.00

The excerpts from travel journals of real people, which H. L. Mencken's brother August has collected into a book, make one wonder why no one has thought of this capital idea before. Perhaps only Mr. Mencken knows about the obscure volumes from which he has extracted some of the most revealing and fruitiest portions. The result is the intimate story of first class passenger travel, from 15th century Venetian galley to modern liner, told with variety, humor and spice.

C. D.

SQUARE-RIGGERS ON SCHEDULE

By Robert G. Albion.

Princeton University Press. \$3.50

Three types of ships have dominated the history of the old American merchant marine—the whalers, the clippers and the packets. Prof. Albion has now provided a history of the packets, and has made it complete with appendices, statistics and bibliography. The names of famous ships and of famous captains, misadventure, shipwreck are all here, with some excellent illustrations.

M. D. C.

PLEASE SAVE THIS DATE:

OCTOBER 13TH.

The Institute's Annual Fall Benefit will be held at the Metropolitan Opera House on Thursday evening, October 13th. We have reserved the entire orchestra and boxes for the second night of the Ballet Russe de Monte Carlo—a merger of the two famous Russian Ballet Companies led by Massine and Fokine, and accompanied by the Metropolitan orchestra. Please mark this date on your calendar. Details regarding tickets will be mailed to you early in the Fall.

SERVICES TO MERCHANT SEAMEN

BY THE

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

FROM JANUARY 1 TO JUNE 1, 1938

121,094	Lodgings (including relief beds).
43,894	Pieces of Baggage handled.
335,302	Sales at Luncheonette and Restaurant.
133,191	Sales at News Stand.
9,356	Patronized Barber, Tailor and Laundry.
6,038	Attended 255 Religious Services at Institute and U. S. Marine Hospitals.
2,051	Cadets and Seamen attended 259 Lectures in Merchant Marine School; 49 new students enrolled.
22,455	Social Service Interviews.
5,736	Relief Loans.
4,382	Individual Seamen received Relief.
2,860	Books and 37,412 magazines distributed.
2,201	Pieces of clothing, and 650 Knitted Articles distributed.
1,579	Treated in Dental, Eye, Ear-Nose-Throat and Medical Clinics.
47,046	Attended 95 entertainments, moving pictures, athletic activities, concerts and lectures.
1,127	Attendance in Apprentices' Room.
146	Missing Seamen found.
410	Positions secured for Seamen.
\$99,609.	Deposited for 1,383 Seamen in Banks.
9,001	Attendance in Joseph Conrad Library.
4,801	Telephone Contacts with Seamen.

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



BOARD OF MANAGERS

Honorary President

RT. REV. WILLIAM T. MANNING, D.D., LL.D., D.C.L.

President

CLARENCE G. MICHALIS

Clerical Vice-Presidents

RT. REV. ERNEST M. STIRES, D.D.

REV. FREDERICK BURGESS

RT. REV. BENJAMIN M. WASHBURN, D.D.

REV. ROELIF H. BROOKS, S.T.D.

REV. WILLIAM TUFTS CROCKER

REV. SAMUEL M. DORRANCE

REV. W. RUSSELL BOWIE, D.D.

REV. FREDERICK S. FLEMING, D.D.

REV. DONALD B. ALDRICH, D.D.

Lay Vice-Presidents

HERBERT L. SATTERLEE

ORME WILSON

HON. FRANKLIN D. ROOSEVELT

FRANK T. WARBURTON

HARRY FORSYTH

Secretary and Treasurer

FRANK T. WARBURTON

Assistant Treasurer

THOMAS ROBERTS

HENRY McCOMB BANGS

F. SHELTON FARR

STEPHEN H. P. PELL

EDWARD J. BARBER

JOHN H. FINLEY

FRANKLIN REMINGTON

CHARLES R. BEATTIE

FRANK GULDEN

JOHN S. ROGERS, JR.

EDWIN DE T. BECHTEL

CHARLES S. HAIGHT, JR.

KERMIT ROOSEVELT

REGINALD R. BELKNAP

LOUIS GORDON HAMERSLEY

CHARLES E. SALTZMAN

GORDON KNOX BELL

AUGUSTUS N. HAND

SAMUEL A. SALVAGE

GORDON KNOX BELL, JR.

OLIVER ISELIN

JOHN JAY SCHIEFFELIN

CHARLES W. BOWRING

AYMAR JOHNSON

THOMAS A. SCOTT

EDWIN A. S. BROWN

BENJAMIN R. C. LOW

T. ASHLEY SPARKS

DOUGLAS F. COX

RICHARD H. MANSFIELD

J. MAYHEW WAINWRIGHT

FREDERICK A. CUMMINGS

LOUIS B. MCCAGG, JR.

FRANK W. WARBURTON

JOSEPH H. DARLINGTON

JUNIUS S. MORGAN

ERNEST E. WHEELER

CLEMENT L. DESPARD

MORTON L. NEWHALL

WILLIAM F. WHITEHOUSE

CHARLES E. DUNLAP

HARRIS C. PARSONS

WILLIAM WILLIAMS

SNOWDEN A. FAHNESTOCK

JOHN H. G. PELL

WILLIAM D. WINTER

DE COURSEY FALES

GEORGE GRAY ZABRISKIE

HONORARY MEMBER OF THE INSTITUTE

JOHN MASEFIELD

Superintendent

REV. HAROLD H. KELLEY