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The LOOKOUT—APRIL 1960



The LOOKOUT



PORT NEWARK
STATION S.C.I.

JUNE 1960

Editorial

Last year 13,597 vessels, representing the United States as well as forty-seven other nations, arrived in New York harbor. This was more than in the next two ports combined. The crews poured off these ships and into the city.

The visiting crews included newcomers to our shores and natives of Oregon, Kansas and Maine. Some were looking for new adventures; others worried about strange encounters. Common to them all was a need for understanding and friendship.

Seamen's Church Institute of New York, 25 South Street, New York 4, extended the hand of fellowship to hundreds of thousands of these men. Protestant, Catholic, Jew, Moslem, Hindu, Shinto — and even the man who professed to have no religion — all were welcomed. The institute is indeed the seamen's home in New York — the place they go for a bed, a meal, a medical checkup and other services. Last year the institute operated at a deficit of \$64,994. It needs help to carry on its valuable work.

— Reprinted from the *N. Y. Times*,
MAY 20, 1960.



MORE THAN 600,000 merchant seaman of all nationalities, races and creeds come to the port of New York every year. To many of them The Seamen's Church Institute of New York is their shore center — "their home away from home."

First established in 1834 as a floating chapel in New York Harbor, the Institute has grown into a modern hotel for seamen, which offers a wide range of educational, medical, religious and recreational services.

Although the seamen meet almost 60% of the Institute's budget, the cost of the recreational, health, religious educational and special services to seamen are met by endowment income and current contributions from the general public.

The LOOKOUT

VOL. 51, No. 3 JUNE 1960

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
25 SOUTH ST., NEW YORK 4, N. Y.
BOWLING GREEN 9-2710

The Right Reverend
Horace W. B. Donegan, D.D., D.C.L.
Honorary President

Franklin E. Vilas
President

Gordon Fearey Virginia S. Briggs
Secretary Editor

Published bi-monthly; \$1 yearly, 20¢ a copy. Gifts to the Institute of \$5 and over include a year's subscription. Entered as second class matter, July 8, 1925, at New York, N. Y., under the act of March 3, 1879.

THE COVER: The hand of friendship stretching from Manhattan to Port Newark symbolizes the Institute's ability to reach out to merchant seamen wherever they dock in this great port. Port Newark is almost 15 miles away from 25 South St.

REACHING OUT TO . . .

PORT NEWARK

To the untrained eye Port Newark presents a vast spectacle of rows and rows of warehouses, stacks of lumber, thousands of parked cars, lines of containers, and ships disgorging their cargoes in all manner of ways. With as many as eighteen ships discharging or loading cargo at one time the picture becomes downright confusing.

Expansion of Port Newark began in 1948 when the Port of New York Authority signed a 50-year lease with the City of Newark and assumed responsibility for the port's development. Within a span of 12 years 15 cargo terminal buildings, several deep-sea wharves, a 15-acre lumber terminal, a bulk wine terminal and a fumigation building have been constructed.

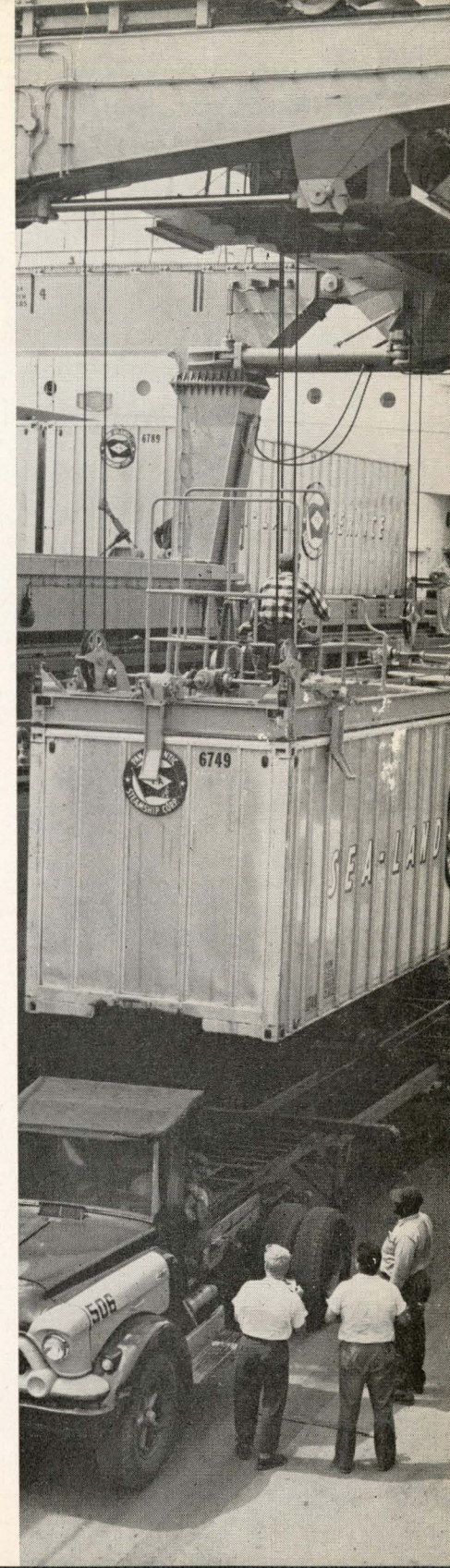
AVOIDS CONGESTION

One well may ask why — way out in a seeming hinterland — has Port Newark grown so rapidly? For one thing it is away from the congestion which usually marks seaport activity. Also, the port is convenient to three railroads, a modern highway system and two airports. Hence distribution of goods is easily accomplished.

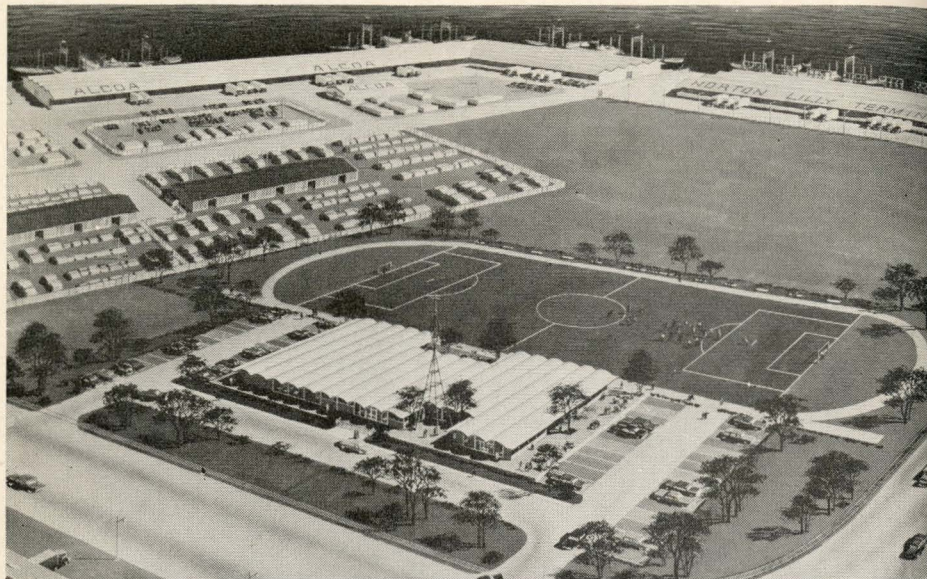
What has all this to do with Seamen's Church Institute? It has been the custom for representatives from the Institute to go down to the docks and extend the hand of friendship to incoming ships' crews. As the docking areas moved these representatives moved with them until finally they found themselves making regular visits to Port Newark.

THE HUMAN ELEMENT

Here they found the crews had virtually no facilities where they could spend their off duty hours. These merchant seamen, from all over the world, eagerly accepted invitations to come to the Institute. They welcomed the chance to engage in competitive sports with other ships' crews. But in order to get to the International Seamen's Club the Institute had to charter buses and



S.C.I. ANSWERS A NEED



Artist's rendering of the Port Newark Station as it will appear upon completion. It will be built in two stages to keep pace with the increased demand for services that is expected with the further expansion of Port Newark

much time was spent going to and from the Club. In order to hold outdoor games the Institute representatives had to search for an athletic field . . . sometimes this search would end in teams travelling from Port Newark to a field in Brooklyn.

From this struggle to meet the needs of seamen docked in remote areas came the idea to build a recreation facility right in the locale.

REAPING THE FRUIT

The fruit of this idea was reaped when Seamen's Church Institute signed a 20-year lease with the Port of New York Authority for a 2 1/3-acre spot where an athletic field and a single story recreation building will soon be available.

Work on the athletic field is underway now and it should be completed by the summer. Construction of the recreation building will be completed this fall. It will have 2,500 square feet available for a lounge, snack bar,

dressing rooms, showers and offices for chaplains. Eventually when the entire building is completed there will be a full-fledged chapel and additional recreation rooms.

Commenting on the Port Newark Station of Seamen's Church Institute, Franklin E. Vilas, president, said "The Port of New York is usually the first point of contact newcomers have with the United States — first impressions can be lasting ones. And we feel it is important to greet seamen of all races, creeds and colors and make them feel welcome. We want the impressions they carry back to their homelands to be happy ones.

"The Port Newark Station of the Seamen's Church Institute will provide recreational facilities for merchant seamen from all nations. What better way to demonstrate our Christian concern for the health and happiness of all mariners than through this reaching out of a guiding hand."



Coast Guard Cadets in foul weather jackets stand watch aboard the U.S. Coast Guard Academy training bark, EAGLE, during stormy weather in the North Atlantic.

Three Summers Before The Mast

Billowing clouds of sails distinguish the only large training sail vessel, the *Eagle*, owned by the U. S. Government. One of the few square rigs left in the world, the *Eagle* is used for Coast Guard training at New London, Connecticut and Cape May, N. J.

A breath taking sight is the *Eagle* with her cleanly scrubbed 21,350 square feet of sails puffed out and billowing in the salt-spiked breeze, her white hull gleaming as she proudly takes to the white capped waves.

A 295-foot three-masted auxiliary bark, the *Eagle* is a modern vessel equipped with a Diesel main engine, electricity, evaporators and all the latest electronic devices used for navigation and operation.

Cadets make three summer cruises during their four years at the Academy, spending about half the time in the *Eagle* and half in modern Coast Guard cutters that accompany her on the cruises. Rotating between the ships affords the cadets the opportunity to learn scores of tasks in seamanship on both types of ships.

Originally named the *Horst Wessel*, the *Eagle* was built by Blohm & Voss in Germany for the German Navy to accommodate 220 cadets. She was one of Germany's three training vessels. Launched on June 13, 1936, the *Horst Wessel* was commissioned on September 17, 1936. The *Horst Wessel* operated as a school ship until the early part of World War II. During the war she was chiefly used in the Baltic for transferring supplies and passengers between East Prussian ports and Germany proper.

Following the war, the *Horst Wessel* was turned over to the United States as part of Germany's war reparations. In January 1946 the Coast Guard Academy sent officers and men to Bremerhaven to arrange the details of taking over the vessel. On May 22, 1946, the bark was commissioned as a U. S. vessel and renamed the *Eagle*.

The annual summer cruise is an important and trying time in cadets' careers. Generally cadets during their four years at the Academy make two cruises, one as third classmen and the other as first classmen. These cruises take

them along the Atlantic coast and to either European or Caribbean ports, and sometimes both.

During the cruises the cadets put to practical use many of the instructions they learned from books in the Academy classrooms.

The cruises are intended to provide the maximum possible training in all phases of seamanship, gunnery, communications, engineering, and shipboard routine in general. Rotated in three groups, the cadets are tried and tested in old methods of seamanship aboard the *Eagle*, and in modern methods aboard the accompanying cutters. The cruises provide practical evaluation of each cadet's performance and adaptability for the service. Coast Guard Academy graduates are recognized among the world's most proficient seamen.

There are a number of intangible factors of benefit to the training program that stems from the use of sail alone. This type of training develops the ability of the cadet to think clearly in the face of danger.

Working aloft in various types of weather and sea conditions engenders the attitude that work and duty must continue in the face of adversity, and under this type of training the cadet learns to use his thought processes even though his very life is at stake. A further development of this type of character development resulting from training under sail is an increase of self-reliance and ingenuity.

Knowing that he has been through all the basic steps of training in seamanship increases the cadet's self confidence and pride in his ability in his profession, and he can meet and discuss, with any and all, matters pertaining to his work. Where weather is of such great importance, as it is under sail, the cadet on watch becomes more attentive and alert to details while on watch. The least shift of wind, or the improper belaying of a line becomes of major importance to the ship and to the men aboard. Nor is there any better way to develop the cadet physically than the work involved in handling lines and going aloft.

Clouds of sails along the coastline mean better trained Coast Guardsmen.

Photos and Story by Charles V. Mathis

Loose sail U.S. Coast Guard Academy Cadets hanging on the yardarms of the training bark, EAGLE'S masts during a North Atlantic practice cruise off Cape May and Wildwood-by-the-Sea, New Jersey.

Books do not close when Coast Guard cadets take to the sea every summer for the annual training cruise. Here at sea, an instructor explains to a group of cadets the makeup of anchor chains and proper handling.



AT OUR HOUSE . . .

Two New Members Elected To Board

Two new members of the Board of Managers have been elected since the last issue of *The Lookout*.

They are, Edmund F. Wagner, chairman of the board and president of Seamen's Bank for Savings, and Judge J. Randall Creel, of the Court of Special Sessions.

Mr. Wagner, a resident of Scarsdale, has been active in real estate for many years in New York as well as in Boston, Philadelphia, Buffalo, Cleveland, Chicago and Omaha.



He has also been active in various civic and philanthropic organizations such as the Citizens Budget Commission, the United Lutheran Church of America, the Interchurch Center and the Downtown-Lower Manhattan Association. Mr. Wagner holds an Honorary Doctorate of Laws degree from Wagner College. He was recently elected president of the Commerce and Industry Association of New York.

Justice Creel, who lives in Manhattan, began his law practice in 1930.



He served as Assistant U. S. District Attorney in New York for a number of years and was a member of the Civil Aeronautics Board. During World War II he was an officer in the U. S. Navy Intelligence Department.

Justice Creel returned to private

practice for a brief time after the war. In 1955 he was appointed to the New York City Magistrate and later the Court of Special Sessions.

He is a graduate of Harvard University and the Harvard School of Law.

Alumni Returns To S.C.I. Staff

The number of chaplains attached to Seamen's Church Institute was increased by two recently, when Chaplains Francis D. Daley and William M. Haynsworth joined the staff.

Chaplain Daley has taken over the Alcoholics Assistance Bureau and Chaplain Haynsworth will be working in the Port Newark area.

Both chaplains have served at the Institute before. Chaplain Daley was here from 1949 to 1955, and Chaplain Haynsworth spent a summer here as a seminarian in 1952.

A native of Baltimore, Maryland, Chaplain Daley received his S.B. and B.D. degrees from the University of the South and his D.D. from St. John's College. He served as rector of the Church of Epiphany in Baltimore, St. Luke's Church in Altoona, Pennsylvania, Trinity Church in Pine Bluff, Arkansas, and Calvary Church in Hillcrest, Delaware. After leaving Seamen's Church Institute, Chaplain Daley served as associate rector of the Church of Heavenly Rest, here in Manhattan, and later went in the same capacity to St. Paul's Church in Paterson, New Jersey.

He is married and has three children.

Chaplain Haynsworth brings with him a Navy background. During World War II he served with the SeaBees on Attu in the Aleutians and later on the west coast. The destroyer, U.S.S. HAYNSWORTH, still in active service, was named for an uncle of his killed in action in World War II. He also has another uncle who is a rear admiral stationed at Norfolk, Virginia.

(Continued on page 8)



Captain S. E. Roos, Master of the S.S. *MORMACELM*, shows the "Tradition of the Sea Award" plaque, to Franklin E. Vilas, right, president, Seamen's Church Institute. James T. Zimmerman, left, chairman of the Transportation Section of the New York Board of Trade, made the award during a luncheon at the Institute, recently.

Prompt Action Wins Sea Award

Seamen's Church Institute was the scene of the annual "Tradition of the Sea" luncheon sponsored by the New Board of Trade, recently.

During the luncheon, Captain S. E. Roos, master of the S.S. *MORMACELM*, was presented a plaque for his prompt action in rescuing the crew from a sinking ship last year. In the rescue which took place off the coast of Brazil, Captain Roos and his crew managed to pick up 32 crew members from the stricken Brazilian fishing vessel, *ROSA VIANNA*,

The selection of Captain Roos for

the award was made after studying 31 sea disasters which occurred in 1959.

This was not Captain Roos' first visit to the Institute. He mentioned having attended the Merchant Marine School several years ago.

Among those attending the luncheon were: Franklin E. Vilas, president, Seamen's Church Institute; James T. Zimmerman, chairman, Transportation Section, New York Board of Trade; W. Clifford Shields, vice president, Farrell Lines; Robert T. Walsh, executive vice president, New York Board of Trade; H. O. Edwards, U. S. Customs Service; H. R. Glennon, vice president, Moore-McCormack Lines; and Captain E. G. Barrett, marine superintendent of Moore-McCormack Lines.

THE WORLD OF SHIPS

ATTENTION PHILATELISTS

A color film, "The Story of the St. Lawrence Seaway Commemorative Postage Stamp," has been made available to 36,000 postmasters throughout the country by the Post Office Department. The 14-minute strip traces the history of the four-cent Seaway stamp from its very beginnings to its initial servicing at Massena, N. Y., on June 26, 1959.

Narrated by John Batchelder, the film opens with a map of the Seaway area from the Great Lakes to the Atlantic. Included are the various designs evolved by Canadian and U. S. artists as well as the one finally approved. Of added interest are shots of the procedures used in engraving and production and first-day cover servicing.

MARCHING ALONG . . .

The Nuclear Ship *SAVANNAH* has attracted a great deal of attention and publicity since its launching last year. The latest public-attention-getter is a new marching song, entitled, "Savannah." It was written by Mrs. Ruth S. De Treville, a descendant of one of the owners of the original *SAVANNAH*, the first ship to cross an ocean under steam. She is, incidentally, also a native of Savannah, Georgia.

SHADES OF AN ANCIENT MARINER

Crewmen of the British freighter *Calpean Star* have expressed a firm belief in the legend that an albatross, said to be the soaring spirit of dead sailors, can jinx a ship, according to the *Associated Press*, June 11. The *Calpean Star's* last voyage was as a transport with the Norwegian Antarctic whaling fleet, but before that she had

been sent to bring animals for a German zoo. An albatross which was part of her cargo died, and "after that the *Calpean Star* was a hoodoo vessel," one of her crew members said. She had a series of mishaps. After the crewmen were forced to leave the ship, stranded and derelict, they flew home to England from Montevideo. The men said the curse of the albatross stayed with them. Their plane damaged its undercarriage landing at Rio de Janeiro.

MARU IN JAPANESE SHIP NAMES . . .

Seamen throughout the world are familiar with the suffix "Maru" in the names of Japanese ships.

But nobody — not even the Japanese it appears — is certain of the origin of Maru or how it came to be applied to ships.

Several theories appear in Hitachi Zosen News, an English-language publication of the Hitachi Shipbuilding and Engineering Company, Ltd.

According to one legend, the word came from China. During the reign of Emperor Ko of China a man named Hakudo Maru came down from heaven and taught people how to build ships.

Other explanations are derived from various uses of the word in Japanese. In ancient times it was customary to use Maru after a boy's name as a term of endearment. Another meaning of the word is round in shape, with connotations of simplicity and beauty.

A third meaning connotes male perfection, including the courage to face life's difficulties. Incidentally, Japanese ships, unlike vessels of other na-

More About The World of Ships

tions, are referred to as males.

Others believe that the word comes from the ancient Japanese word "Maro", which meant a possession. Thus, a ship owner named Fushimi would christen his vessel the Fushimi Maru.

And the speculation includes other theories with varying degrees of credibility.

—Quoted from the *New York Times*.

THE LONGEST SHIP AFLOAT

When THE FRANCE slid down the ways last month she became the longest ship afloat, 1,035 feet in all. Begun in 1956 the ship is France's most powerful bid for pre-eminence in the competitive North Atlantic run.

She will be air conditioned throughout and will have a passenger capacity of 2,048 — 403 first class accommodations and 1,645 tourist accommodations.

HALF THE FUN

Spectators at the British Trade Fair Exhibition this month in New York's Coliseum Found the Cunard Steamship Company's display a refreshing break in their visit. For a few minutes, they visualized themselves aboard any one of Cunard's eleven liners, strolling the decks . . . climbing the ship's ladders . . . and taking part through life-like Dioramic views in all of the fascinating activities of a trans-atlantic or cruise voyage

The Cunard exhibit was geared to prove that "Getting there is half the fun." Gaily colored signal flags strung from a simulated ship's mast adorned the section of the exhibit devoted to Ship-model buffs had a holiday examining replicas in detail of the Queen Elizabeth, Caronia and Mauretania, twelve, ten and five feet long, respectively.

OPENING GAME



Soccer team captains from the German moterships ERLANGEN and REIFENSTEIN, shake hands before opening of the first game of S.C.I.'s season. The first game took place in Red Hook Stadium, Brooklyn.

(Continued from page 5)

Chaplain Haynsworth is a native of New York and received his B.S. and M.A. from New York University. He received his S.T.B. from Berkley Divinity School in 1953.

He served as assistant minister of the Church of the Incarnation in New York and later as assistant minister of Christ Church and Vicar of St. John's Chapel in Greenwich, Connecticut.

ONE-WAY SWAP

With this issue of *The Lookout* we are initiating a "Swap Column." Ours is a unique kind of "swap" because at the moment we haven't anything to offer in return . . . One might call it a "One-way Swap Column." Be that as it may, here are just three of our immediate needs:

1. A standard model, 1960, Royal typewriter, for our Service Department.
2. A medium sized portable, 1960, Royal typewriter, for our Ships' visitor serving Port Newark.
3. Two, eight quart chafing dishes to be used for serving volunteer groups working at the Institute.



Dear S C I

These letters are unedited and reprinted in full where space permits. The English language may be difficult for those to whom it is not the native tongue, but the meaning intended could not be any clearer.

An institute such as ours can't possibly avoid receiving tons of mail . . . nor would we have it any other way. Many of our letters are pleas for help, while others merely say thanks.

For instance, just before the Christmas holidays, the Women's Council received this request from a tiny island off the coast of Greece.

"Dear Friends,

I write to you to kindly ask you if there is any way to help me. I am a widow with a girl of ten years old. I am a wife of a seaman. Your good fame has reached till Greece, and for this I decided to write to you because I am in a great need of help. I will daily pray to God to repay you for your good deed.

Now that Christmas holidays are approaching to spare me and my orphan girl with anything you can.

I enclose my letter with great esteem,

Sincerely
/s/M. M.
Frouion,
Chios, Greece"

The Women's Council could hardly resist a plea like this. Clothes were rounded up for both mother and daughter and were packed along with some food, into a suitcase. But all this activity came to a halt when the ladies

found that not only was the island of Chios a bit out of the way, but the duty on such a gift would be beyond the means of the widow.

With the aid of a member of the Greek Seamen's Society, more letters went out explaining the situation to the widow and inquiring if possibly she had a relative on the mainland. The answer came back that she had a sister in Athens. Next came the problem of getting the clothes to Athens. A Greek sailor was located (a story in itself) who was willing to take the bundle with him to Athens aboard his ship. The widow wrote:

"To the Benefactors and Charitable ladies and gentlemen,

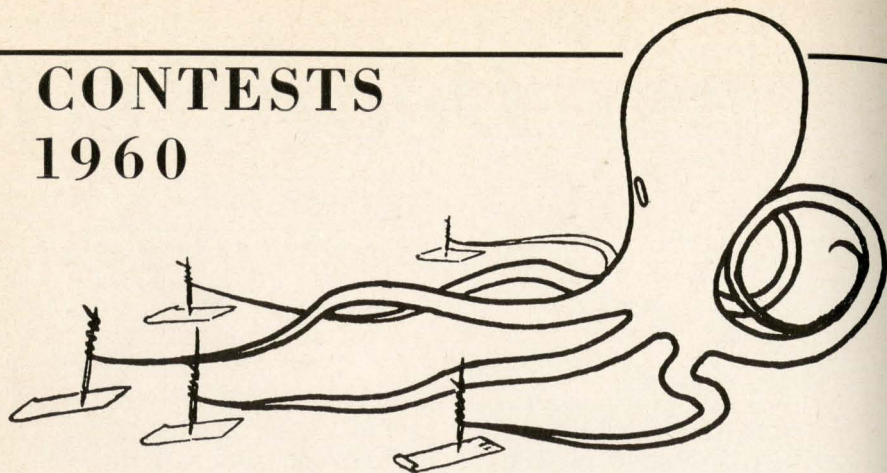
I send my most kind thankfulness for the suitcase I received.

Its contents were very good and useful. My girl was very glad for the dresses and everything and told me, "mother, I imagine what good people they are in order to help us so." We have no one to care for us, and God sent you for us. We are sure that you will always keep us in your memory.

With thanks,
/s/ M. & F. M."

Although, the suitcase didn't reach the widow until after Christmas, because of the delays explained above, the Spirit of that special time of the year was not diminished.

CONTESTS 1960



FOR MERCHANT SEAMEN

ESSAY

"My Most Exciting Experience at Sea." Limit 1500 words.

POETRY

One poem, any form of verse, any subject. Limit 30 lines.

OIL PAINTING

Any size, any subject. Limit three paintings.

\$100 - \$25 - \$10

PRIZES IN EACH DIVISION
ALL CONTESTS CLOSE JULY 15, 1960

(Do not submit entries before May 1, 1960)



Sponsored by the Seamen's Church Institute of New York through its Artists and Writers Club for the Merchant Marine, these contests are open to all active merchant seamen.

Your name and address, rating and Z number must accompany your original entries.

Foreign Seamen may use their U. S. Landing Permit number.

Mail or bring entries to : A. W. CLUB, c/o THE LOOKOUT
Seamen's Church Institute of N.Y., 25 South St., New York 4, N.Y.



MY LIFE. By Grand Admiral Erich Raeder. Illustrated. Index. 434 pages U. S. Naval Institute. \$6.00.

My Life, the autobiography of Germany's Grand Admiral Erich Raeder, is the story of a highly successful naval leader. In the World War I battles of Dogger Bank and Jutland, Raeder was Admiral von Hipper's chief of staff and tactical mentor; it was in this assignment that Raeder's mastery of naval tactics was brilliantly demonstrated. When, after the war, the Versailles Treaty stripped the German Navy of most of its combatant ships and reduced its strength to 100,000 men, Raeder patiently and methodically set about the rebuilding of his country's sea forces. Admiral Raeder was the genie of Germany's World War II Navy.

Raeder was not a member of the Nazi Party, but he was included in Hitler's war planning group.

My Life contains previously un-

published accounts of what transpired at the Fuhrer's secret staff meetings before the invasions of Norway, Poland, and Russia. The book also discloses new information on Operation Sea Lion, the proposed invasion of England.

AMERIKA SAMOA: A HISTORY OF AMERICAN SAMOA AND ITS U. S. NAVAL ADMINISTRATION. By Captain J. A. C. Medical Corps, U. S. Navy. Illustrated. Glossary. Bibliography. Index. 314 pages. U. S. Naval Institute. \$6.00.

This book will be a must for South Seas enthusiasts.

Amerika Samoa was written to make better known "the story of about 20,000 Polynesians, living in remote South Pacific islands . . . whose way of life was old when Columbus discovered America, and who have caught . . . 'The American Dream,' " and also to give recognition to "a little known activity of the United States Navy."

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 suggest the following as a clause that may be used:

"I give and bequeath to **Seamen's Church Institute of New York**, a corporation 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."

Contributions and bequests to the Institute are exempt from Federal and New York State Tax.

SONG BEFORE SEASON

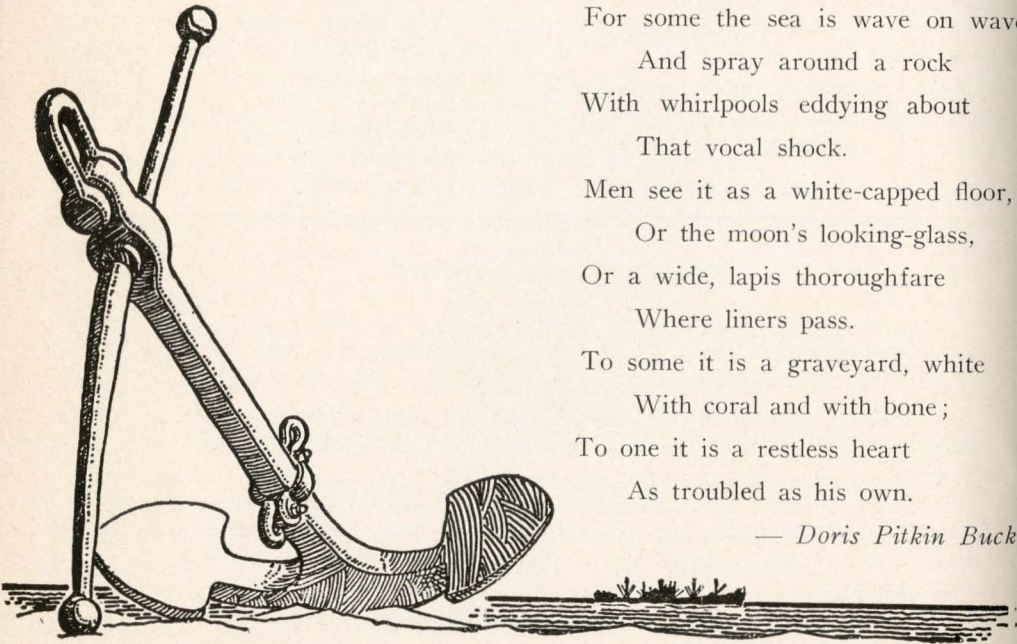
What shall I do when winds blow warm
 Knowing green billows and blue sky from
 A peacock's jeweled tail?
 How shall I bear it when fancy calls
 For foam and shell and a breeze that hauls
 The outrigger's bellied sail?
 I shall walk in wheat as cool as ferns
 When darkened clouds arise like terns
 Leaving the breakwater rail —
 And there may I find on a breathless night,
 In the erratic fireflies' light,
 A star-flecked sea in a gale.

— Sarah Howard

THE REFLECTIONS

For some the sea is wave on wave
 And spray around a rock
 With whirlpools eddying about
 That vocal shock.
 Men see it as a white-capped floor,
 Or the moon's looking-glass,
 Or a wide, lapis thoroughfare
 Where liners pass.
 To some it is a graveyard, white
 With coral and with bone;
 To one it is a restless heart
 As troubled as his own.

— Doris Pitkin Buck



BOARD OF MANAGERS

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THE RT. REV. HORACE W. B. DONEGAN, D.D., D.C.L., 1946

President

FRANKLIN E. VILAS, 1948

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John Ellis Knowles	1941	David R. Grace	1959
W. Lawrence McLane	1941	Chandler Hovey, Jr.	1959
Charles Merz	1943	John A. Morris	1959
Edward K. Warren	1947	Edmund F. Wagner	1960
Herbert L. Seward	1947	James Randall Creel	1960

Honorary Member of the Institute

John Masfield
 1933 |

Ex-Officio Members of the Institute

Rt. Rev. James P. DeWolfe, D.D.	1942	Rt. Rev. Leland F. Stark, D.D.	1954
Rt. Rev. Jonathan G. Sherman, S.T.D.	1948	Rt. Rev. Donald MacAdie, D.D.	1958
Rt. Rev. Charles F. Boynton, S.T.D.	1950	Rt. Rev. J. Stewart Wetmore, D.D.	1960

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

Save this date

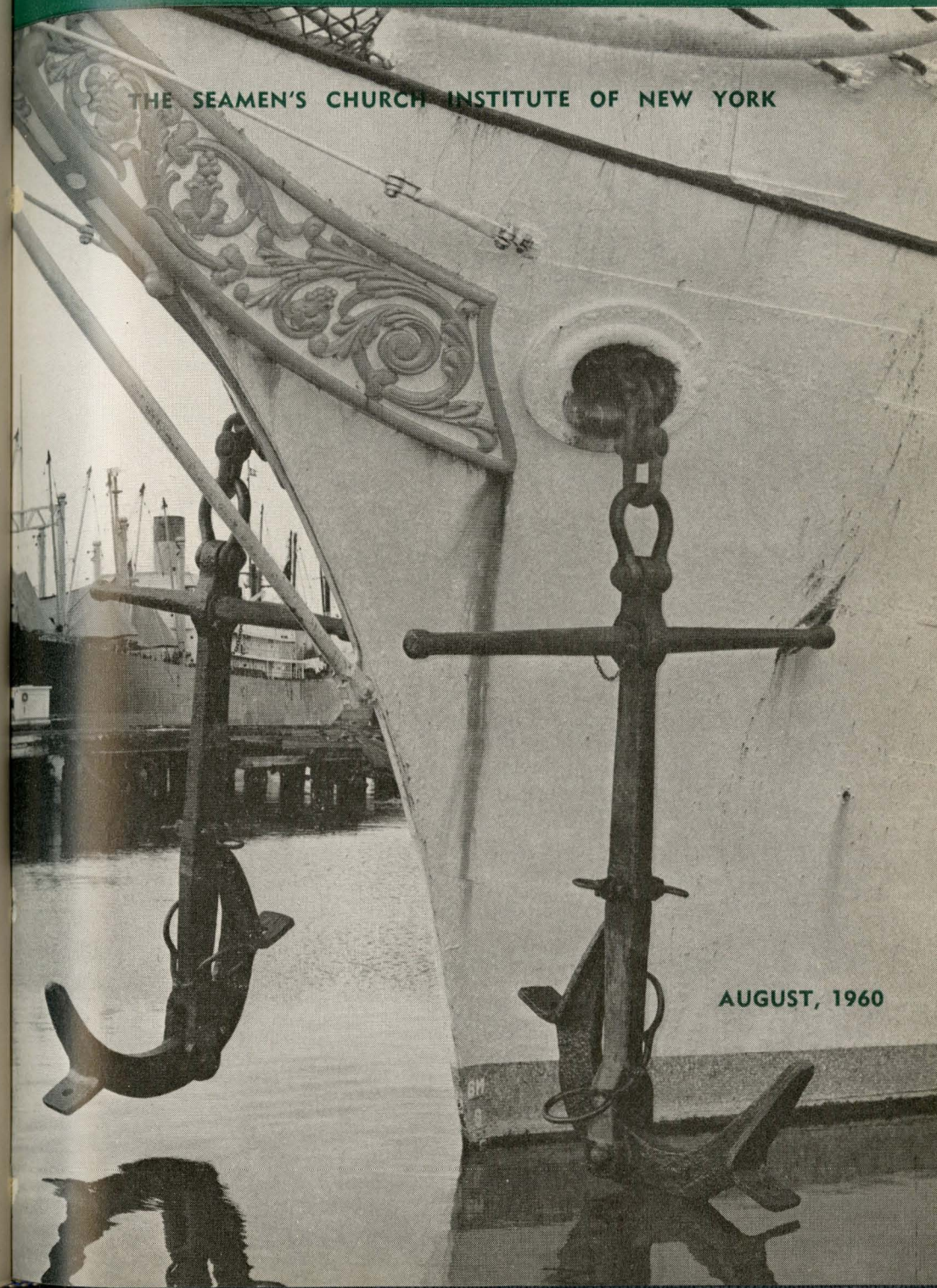
FRIDAY, DECEMBER 2nd

**SEAMEN'S CHURCH INSTITUTE
THEATRE PARTY**

"THE UNSINKABLE MOLLY BROWN"

with TAMMY GRIMES — music by Meredith Willson,
composer of "The Music Man."

**We'll be 'SUNK' if you
can't come.**



AUGUST, 1960