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Volume I

NOVEMBER, 1910

Number 7

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# THE LOOKOUT

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THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
ONE STATE STREET

## AN APPEAL

**W**E intend to build a new Institute that will be a model to its kind throughout the world. The land is purchased—the best available site in the city. The plans are drawn. We are ready. And still we delay.

It should be begun at once. Otherwise it will not be ready for use next May when our present lease expires. Until it is done we cannot expand our work and help more than a very limited number of the seamen of the port. But we cannot begin until we have more subscriptions. Nothing else delays us and hampers this work. We have raised \$405,000. We need \$285,000 more to completely pay for the land and building.

The Institute relies upon us to secure these subscriptions and start the building. We are doing the best we can, but it is a big undertaking. We need your help as well as your subscription. If all the friends of the Institute would rally to our assistance and carry this appeal to their friends the remainder would soon be raised and we could have our new building, free and clear, by May 1, 1911.

That is what we are asking you to do. Now is the time that your help is needed. Your subscription may be made payable any time before the building is completed, but we must know that you stand back of us and that the money will be forthcoming.

In making this appeal we confidently believe that those who help to make the new Institute possible will find it a continual source of honor and pride, and that, in the future, they will be grateful to us for persuading them to have a part in the building of it. Can you not persuade yourself and others to help us now and generously. The building was described in the May issue of *THE LOOKOUT*.

# THE LOOKOUT

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Published by the Seamen's Church Institute of New York  
RT. REV. DAVID H. GREER, D.D., LL.D., President      FRANK T. WARBURTON, Secretary-Treasurer  
OFFICE, ONE STATE STREET, NEW YORK

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## A Sailor's Burial

It is the man in the flesh, in health or in sickness, who concerns us. There are the triple needs of body, mind, soul, and organizations for seamen's welfare, not taking these under wise consideration, become hindrances to men and money-wasting opportunities to donors.

Beyond care for the living, however, there is a duty to the dead. It is of comfort to a household three thousand miles away to know that care and attention were given when husband, father or son, stricken suddenly by accident or disease, was laid at rest in one or another cemetery in which a sailor's plot has been provided.

There have been a series of such occasions this summer and each has borne its peculiar marks of sorrow. Now and then there are lonely burials where none but the Chaplain is present; again, large numbers gather at the services. It was a funeral of the latter kind which took place last month at the Seamen's Christian Association, 339 West Street.

Several hundred seamen, the majority shipmates of the deceased, from the *White Star Baltic*, attended the service at 11 a. m. A fall of sixty feet through a hatchway resulted in instant death. A choir from the stewards' department led the singing. The burial service was read by Supt. A. R. Mansfield and Chaplain C. B. Carpenter, Mr. Stafford Wright offering prayer for the wife and three small children

in whose distant home there had been a happy and devoted family life. A Masonic service followed and then the committal at Cypress Hills.

At the cemetery gates some seventy stewards in uniform opened file and followed the body to the place of burial. When the service closed "the last post," or "taps" was sounded by the bugler and there were many eyes wet with tears.

It makes a difference how things are done, and although this sailor was laid to rest in the soil of a strange land, it is certain that few present were thinking not of distance but of the close relationship which binds all men in sympathy and in service.

On the part of the family circle there was the sense of gratitude both to his brothers of the sea for their respect and tribute and to the work of Seamen's Missions which are enabled through the interests of supporters to minister to the needs of the living and of the dead and to help make of all nations one, in the bond of Christian fellowship.

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## North River Station

The directors of the Brandon Free Public Library, Brandon, Vt., at its last quarterly meeting voted to sell four hundred duplicate volumes to the chaplain at ten cents per volume. The Hon. E. J. Ormsbee, ex-Governor of Vermont, agreed at once to foot the bill, and therefore from Vermont a beginning has been made for a library

at the North River Station.

Dr. J. Ackerman Coles, New York City, has added substantially to the library by forwarding to the Institute the following new books:

10 vols. Modern Achievements.

8 vols. New Century Reference Library.

25 vols. fiction.

5 vols. Standard Library of Natural History.

4 Half Hours with the Best Authors.

1 vol. Birdseye View of the World.

1 vol. Gospel in Art.

Funds for library shelves were contributed by the Hon. Thomas L. James, president of the Lincoln National bank, New York City. These bookcases are of oak, stained ebony.

Mr. John J. W. Stone, Plainfield, N. J., has sent a large number of useful tracts, which he asked the chaplain first to examine and make selections.

From Horlick's Malted Milk Co. one and a half dozen bottles of malted milk have been received for distribution.

Contributions of books, periodicals, clothing and other gifts which meet needs and for which we are most grateful, have been received from Mr. Robt. E. Marsh, Miss L. A. Rising, Mrs. C. E. Shepard, Mrs. A. E. Wheeler, Mr. Abram Carpenter and from Miss V. Nelson, a contribution of money.

Three large pictures have been presented to the Institute. It is a relief to replace the pictures of ships, which are the one accustomed object, with land and animal productions.

The North River Station would be grateful for periodicals, clothing, a large gas coffee urn (the kind used in restaurants) and money for the winter entertainments. This last and

very important need causes some apprehension. We must be sure of funds before arranging our programme. The Rev. Edgar H. Gould, a fellow of the General Theological Seminary, has taken up the work at the Breakwater since the departure of Mr. Charles P. Deems to pursue his studies for the ministry at the Cambridge Theological School. Mr. Gould, who graduated from the General Seminary some years ago, spent some time at the University of Oxford in philosophical and sociological studies. Just prior to the closing of St. John's Chapel, Trinity Parish, Mr. Gould was curate at that place, having in charge one of the departments of the work among the poor who throng the neighborhood. He has entered vigorously into the Breakwater work and expects to remain there during the winter.

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### Legislation in Contemplation

Protection is needed for personal injuries to seamen caused by the negligence of the mate or other fellow seamen. A typical case of this sort is found in the case of the "Osceola" and the "Charles H. Klinch," in which it was held that the vessel was not liable for the injuries, as they happened through the negligence of the mate, although the seaman was entitled to care and maintenance during his illness.

In the matter of allotment notes, now issued in lieu of the advance wages formerly given to seamen when shipped, it is now seriously questioned whether the present provision is beneficial as it leads to the victimizing of seamen just as the advance wages did, by the shipping agents who obtain assignments of the same by undesirable and illegal methods. Seamen generally

and their friends express the hope that the allotment law may be abolished except in behalf of dependent relatives.

It is a matter of regret that officers charged with the enforcement of the humane provisions of the Federal law are so often afraid of taking jurisdiction in cases where the responsibility is not definitely fixed. They are naturally unwilling to meddle in matters not specifically placed under their individual duty and it may become necessary to make the language of legislation more precise and exact in order to get the best results.

Among the improvements we hope to see brought about are these:

1. Greater speed and skill in the use of life boats and buoys in times of danger.
2. Greater responsibility for ships for injury to seamen while in performance of their duty, whether the injury was caused by the negligence of officers or other seamen.
3. Closer inspection of tows and barges at sea to prevent or punish violations of law.
4. Better material for life buoys and other life-saving appliances.
5. An adequate load line for vessels.
6. Undermanning should be prevented.
7. Better care and medical treatment for sick and injured seamen, especially on long voyages on sailing vessels.

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Mr. Edgar H. Gould, a student at the General Theological Seminary, has been secured to take the place of Mr. Charles P. Deems, who left us last month to enter the theological school at Cambridge. Mr. Gould is now in charge of the religious and social work at The Breakwater.

### Concerning American Seamen

In last month's issue we presented some information concerning the men who man our ships. Since the magazine was published our attention has been called to the figures set out by the Commissioner of Navigation in his annual report for 1909. This report shows that over 23,000 native born Americans were shipped from the port of New York during that year. In our investigations concerning the nationality of seamen we had been unable to find any distinct trace of an appreciable number of our own countrymen following the trade of the sea, and between the two sets of figures there is an apparent discrepancy.

Upon inquiry at the Commissioner's office, we were directed to the stewards and other employes of the coast lines and to the three American lines that run out of this port. On the American lines a certain percentage of Americans are required by law, as we noticed in our last issue, and while the majority of these are naturalized Americans a few of them are native born. Of course, every time a man is shipped, which may be as often as three times a month, he is counted, and with a little exercise in arithmetic it is plain that where the same men are counted from twenty to thirty times a year the actual number of American seamen may be quite negligible and yet make up this total of twenty odd thousand.

While the coast lines employ a great many Spaniards and other Latins in the engine rooms and Scandinavians on the decks, the stewards are mostly Virginians, colored, and so are registered, as they should be, as native-born Americans.

THE LOOKOUT

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NOTE—Address all communications to  
ARCHIBALD R. MANSFIELD, Superintendent

The Lookout will be published monthly and sent free to those who have contributed two dollars or more to the Institute. To others the subscription price will be one dollar a year.

**Legislation and Court Decisions**

Recent legislation relating to shortened tow-lines, the use of improved life-saving appliances, and the prevention of kidnapping or shanghaiing of seamen, has been referred to in our May issue. It may now be interesting to find out whether the humane provisions enacted by Congress have been carried into effect.

The Supervisor of the New York Harbor has declared to us that the inspection officers, whose boats examine all tugs and barges used in dumping the city's garbage into the sea outside the Narrows, are inspected daily, and that these officers have reported delinquents to the proper authorities for trial and punishment. A few indictments have been obtained, but the courts have been lenient in their judgments for first offenses, seldom giving more than a reprimand and a warning of severer punishment in case of subsequent non-compliance with the law. In general, he reports conformity with the new requirements.

Captain Harris, the Chief Inspector of Steam Vessels, declares that no infractions of the new law requiring shortened tow-lines have been reported to him, and that he has no reason to

believe that the life-saving appliances called for by Congress have been omitted.

The Commissioner of Street Cleaning reports compliance with the law for life-lines, buoys, preservers and anchors, except as to those boats exempted under an amendment, adopted against our protest, made to the law, which relieves scows or barges, having a deck outside the coaming, or rail, not exceeding one foot in width, from the required life-lines along the deck.

The legislation to prevent shanghaiing and the visiting of vessels by boarding house runners has been effective, as offenses of this character have not been reported. Nor have we ascertained nor heard of any loss of life from scows or barges, except in cases of storm or collision.

The action taken by the courts in cases where the rights of seamen are involved has been favorable to them; among others, in the following cases:

Judge Hough has fined the shipping agents, Weinhold and Horn, \$250 each. The Commissioner of Licenses has refused to renew their licenses, and they have gone out of business.

An award of \$10,000 as pecuniary damages to a sailor earning \$50 a month and board for the loss of both feet, and \$2,000 additional for his suffering, incurred while in performance of his duty.

The "Ruth," 178 Fed. Rep., 749.

Another seaman was awarded \$1,200 damages from the vessel after a long idleness with typhoid fever and its consequences.

The "M. E. Luckenbach," 174 Fed. Rep., 265.

**Sailors' Correspondence.**

The correspondence that comes to the Institute is sent out from every corner of the globe. It reveals the simple fact that human hearts the world over are grateful for any help that is extended to those in whom they are interested; while it shows our staff how well their work among the seamen is compensated by appreciation, confidence and even affection. It is the mother that writes most often, yet not always, for among these letters are many written in masculine hands, and signed by fathers, uncles, brothers and unrelated men. We print a few excerpts from them:

## CLIFTON.

*Dear Sir:*—I feel I must explain that I did not know it was you who have been so wonderfully kind to my dear nephew, ———. No words can express what his mother and I felt when we read how God had heard our unceasing prayers and led you to invite him even to your own house—all so lovely. Really, his gratitude and ours we can never express.

## HERTS.

*Dear Sir:*—To-day's mail has brought us letters from our boy, ———, and they are so full of enthusiasm and gratitude for all your kindness to him that it is his wish, as well as ours, that I should write and express to you our grateful thanks for all your kindness to him, and for the interest you are so kindly taking in him. It is such a comfort to us to know that he has fallen into such good hands and that he received such a hearty welcome back to New York. What a wonderful Institute yours must be, to interest boys as you have done ours, etc.

## ERIE BASIN.

*Dear Sir:*—Many thanks for the nice lot of books that you were kind enough to bring me last night. I forgot to thank

you for them then, which was very forgetful on my part, to say the least. When we get out clear of the land I shall have lots of spare time, and they will help to make the time fly.

## PORT SAID.

*Dear Sir:*—Your long and most welcome letter of Dec. 20th just caught me in Calcutta as we were leaving, and I enjoyed it very much indeed. Thanks, ever so much, old chap. I was delighted to hear that you had met my brother. When you next meet him please tell him that his brother ———'s mind is much easier now regarding him, as I look to you to look to his good behavior in my absence.

## SOUTH DEVON.

*Dear Sir:*—I hope you will not think I am taking advantage of your kindness in answering my previous letters concerning my son, ———, but, as it is more than a month since I heard from him, I am feeling very anxious about him. He then wrote to acknowledge a letter containing a P. O. O. which had been forwarded, etc.

## AINTREE.

*Dear Sir:*—I received your very kind letter this morning, and cannot do better than answer it at once and thank you most heartily for all you have done for my dear boy, ———. He told me in his last letter how good you had been to him and the many pleasures he had enjoyed, and to a loving mother it is nice to feel that there is some one to speak a friendly word to the boys so far from home. I am sure he will wish to again visit New York, and with you for a friend I should wish it myself. I do not know if my husband will be there this trip or not, but if he is I should be very pleased if you would go and see him and tell him all about his laddie, for he has not seen him for over three years (I have made a mistake, it is over two years), so will be very glad to hear all you can tell him. I am very pleased to hear he made his Easter communion.

## S. S. CAMPANIA.

*Dear Sir:*—I am sorry not to have written to you before, but we were so busy and I suppose we hadn't any time to spare but all the same I am doing it now as I have had an hour to spare. I haven't got much to say but we had an awfully rough time of it what with rain, fog, wind we were delayed 24 hrs in Halifax. I can truly say that I enjoyed my self when I was with you. Excuse writing but I can't do better.

## DOVER, TASMANIA.

*Dear Sir:*—My wife and myself were intensely interested in all that our boy, ———, told us about the Church Institute in New York. We felt keenly our parting with him, not knowing when we would see him again, especially as his mother is stricken with a disease which must eventually prove fatal. It was so good of you all to look after him. He was able to spend a fortnight at home, and while here he was admitted a member of the Church of England Men's Society. Have you any statistics or information concerning the working of your Institute which you could let me have? I am about to move in the matter of having a Church Institute founded in ———, and would like some information.

## HONGKONG.

*Dear Sir:*—It was awfully good of you to write me such a jolly letter, so full of news. I have been to the mission two or three times, but it does not come up to the New York mission. In your mission I always feel so much at home and as if I had plenty of friends near me, but I have not the same feeling about the mission here. I often think of the jolly times we had at the concerts Saturday evenings, and am looking forward to the time when I shall be back in New York and see you all again.

A stranger in a strange land cannot expect to feel quite as much at home as where he is known.

**A Model German Towing Steamer**

(From Consul-General Robert P. Skinner, Hamburg.)

Many types of tugs, steamers, and barges are in use in the vast Elbe River Traffic, progress having been made steadily in the direction of larger, higher powered craft.

Of late much favorable attention has been directed to the tug *Kaiser Wilhelm II.*, as the largest and apparently most successful vessel thus far utilized in the business, and a close description of this steamer has been requested by one of the American commissions interested in the development of internal navigation in the United States.

The vessel in question was ordered in 1902 by the Oesterreichische Nordwestdampfschiffahrts - Gesellschaft, whose managers were convinced that tugs of the largest dimensions possible on the Elbe, both as respects size and power, could be operated with the greatest relative economy. The results seem to have exceeded original expectations.

The contract required that when the vessel was loaded to 50 per cent. of its carrying capacity, and with 900 indicated horsepower, it should have a towing power of 4,500 tons, distributed in 10 or 11 iron barges, with a stage of water in the river of between 5.2 feet and 6.6 feet, according to the Madgeburg gage. The test run from the railroad bridge at Wittenberg to the Herrenkrug Bridge at Magdeburg (upstream) was to be made in thirty-three to thirty-five hours, and the consumption of coal of good quality, of 7,500 calories, was not to exceed 2 pounds per 1 indicated horsepower per hour. These conditions were easily fulfilled. During the trial

trip the vessel towed 8 barges of a cargo of 4,517.7 metric tons of all kinds of merchandise. The trip was made in thirty-one hours instead of thirty-three hours, the average indicated capacity being 950 horsepower, at 39 revolutions per minute. The consumption of coal amounted to  $1\frac{3}{4}$  pounds per 1 indicated horsepower an hour, including steam consumption of the steering engine. The heating power of the coal measured calorimetrically was 7,730 calories.

Since the ship was put in commission, in 1903, it has been in constant use, except at times when navigation on the Elbe was interrupted by ice or for other reasons. Instead of 4,500 tons, the vessel is almost regularly towing 6,000 tons. In 1905 the vessel was employed two hundred and fifty-nine days, during which period 17,090 kilometers (kilometer equals 0.62 mile) were traversed, the towing amounting to 42,985,036 ton kilometers in 514 barges.

### Our Merchant Marine

After a rapid but informing review of shipping legislation in this country from colonial times, with some examination of its bearing on changes in our merchant marine, Mr. Walter T. Dunmore in a little book of 119 pages, entitled "Ship Subsidies," sets forth the striking contrast between our coastwise shipping and our foreign shipping to-day. Since 1817 we have had on our Federal statute books a law which has absolutely closed our coastwise trade to vessels "belonging wholly or in part to the subject of any foreign power." As a consequence our home fleet now has a tonnage more than three times that of Great Britain in the

coastwise trade, and five times that of any other country." "According to Lloyd's Register for 1905-06 our coastwise tonnage, including vessels of all descriptions for the same year, was 5,441,688." Our foreign shipping makes a shocking comparison. "In 1861, with our foreign commerce amounting to \$508,864,375, our foreign trade shipping had a tonnage of 2,496,894. The commerce had in 1905 grown to \$2,636,074,737. American foreign tonnage decreased to 943,750. According to Lloyd's Register for 1905-06 of vessels of 100 tons and upward, England and her colonies had a tonnage of 17,009,720, Germany had 3,564,798, France had 1,728,038, Italy had 1,189,066."

Reasons for the decline in our foreign trade tonnage the author finds plentiful.—*The Mariner's Advocate.*

### The Balance-Sheet of British Shipping.

As indicated the report of the Liverpool Steamship Owners' Association to the annual meeting, the long continuance of unremunerative freights is due "to the existence of a considerable and permanent excess of tonnage over the requirements of the trade of the world," and it is therefore important to note from the return of Lloyd's Register of British and Foreign Shipping that the total fleet owned in Britain, including 21,199 vessels, or 18,402,725 tons, is only 151,210 tons more than in the previous year, notwithstanding the very considerable addition of newly-built ships. This increase is slightly more than that of 1908, but with this exception, is the smallest addition in any year for a very considerable period. Indeed, the

average annual net addition for a decade is from three to four times greater. In sailing tonnage there has been a decrease greater than the average, as the number of ships—9402—is 140 less, and the tonnage—which is 1,411,185 tons—is 104,603 tons less than in the previous year. On the other hand, the steam tonnage is 255,818 tons greater, and amounts to 16,991,540 tons, the measurement of 11,797 steamers. The feature of the return is the elimination of old vessels from our fleet. Thus 193 steamers, of 278,799 tons, and 103 sailing ships, of 85,919 tons, were sold to foreign owners, and these were for the most part old vessels, more or less obsolete so far as economical working is concerned. Only 18½ per cent. of these vessels are less than ten years old, 28 per cent. are less than fifteen years old, and more than half are of greater age than twenty years. Foreign owners presumably make these old vessels pay, and the explanation is found in the report of the Liverpool Association to the effect that legislation bears less severely upon foreign ships than on those which fly the Union Jack. The new vessels added to the British fleet include 482 steamers, of 758,772 tons, and 127 sailing ships of 15,662 tons. As these two combined make 774,000 tons, it will be realized that the carrying capacity and efficiency of the British merchant fleet has been increased to a much greater extent than is suggested by the net increase of 151,210 tons. A few vessels have been bought from foreign countries, but the sales to our competitors beyond the seas enormously exceed the purchases. Indeed, the sales to foreigners considerably exceed even the natural wastage of ton-

nage, because the number of steamers broken up or lost is 154, and their tonnage 219,562 tons, while the number of sailing ships which have met the same fate was 273, and their tonnage 48,380 tons. The principal countries that purchased ships were Italy (which took 84,035 tons), Norway (69,857 tons), Holland (48,139 tons), and Germany (34,162 tons). But it will be understood, of course, that all of these nations have not only added to their merchant fleet from British shipbuilding yards, but have had tonnage built in their own country. There is some relief to British ship-owners in the smaller net addition to the merchant fleet, but the rate at which the foreign fleets are being augmented, alike by purchase from British owners and from British ship-builders, is an element in the international economies which must not be lost sight of. The Liverpool Association made some effort towards modifying the state of depression in the direction of laying up a certain proportion of the surplus tonnage; but departed from the idea because voluntary action could not be effective. The augmentation of foreign tonnage necessarily makes any such proceeding more difficult. It may be accepted, however, that what the ship-owner loses in this direction those manufacturing trades that are dependent on cheap and easy transport must gain through the reduction of freights. The Legislature should not handicap shipowners, whose duty must be to effect such an improvement in economy of transport as will enable them to meet the foreign competition which is inevitable, and which is not without its advantage to industry.—“Engineering.”

## REPORT FOR SEPTEMBER

### Departments

The following synopsis of the work done in the various departments during the month of September gives a fair idea of the workings of the Institute:

September, 1910.

#### *Savings Department*

Sept. 1, cash on hand.....	\$16,838.68
Deposits .....	9,468.48
	\$26,307.16

Payments (\$4,320.15 trans- mitted) .....	10,468.91
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October 1, balance .....	\$15,838.25
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#### *Shipping Department*

Number of vessels shipped entire by the Institute.....	20
Number of men provided with employment in port .....	103
Number of men shipped .....	234
	Total .....
	337

### *Reading Rooms*

Total attendance .....	8,930
Letters written and received....	2,652
Packages reading given.....	799
Number pieces baggage checked.	548

### *Relief Department*

Assisted .....	42
Sent to Legal Aid Society.....	39
Sent to hospital and dispensary..	2
Visits to hospitals .....	9
Visits to ships in port.....	145

### *Religious Department*

Number of services.....	16
Attendance total .....	377
Communion services .....	2
Weddings .....	1
Funerals .....	1

### *Institute Boat "Sentinel"*

Trips made.....	39
Visits to vessels.....	52
Men transported .....	196
Pieces baggage transported....	300