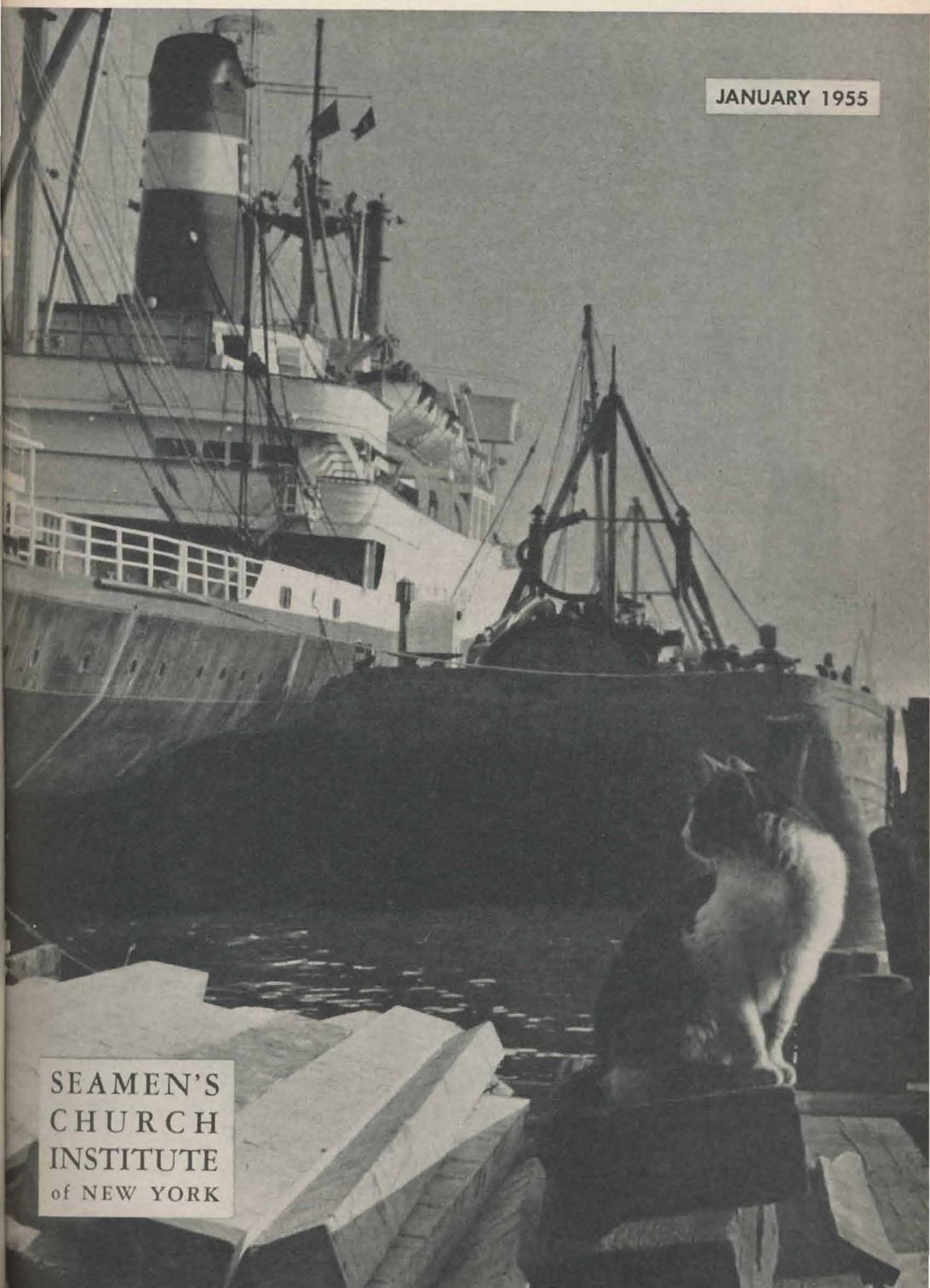


The LOOKOUT

JANUARY 1955



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore home for merchant seamen who are between ships in this great port. The largest organization of its kind in the world, the Institute combines the services of a modern hotel with a wide range of educational, medical, religious and recreational facilities needed by a profession that cannot share fully the important advantages of home and community life.

The Institute is partially self-supporting, the nature of its work requiring assistance from the public to provide the personal and social services that distinguish it from a waterfront boarding house and so enable it to fulfill its true purpose: being a home away from home for the merchant seamen of all nationalities and religions.

A tribute to the service it has performed during the past century is its growth from a floating chapel in 1844 to the thirteen-story building at 25 South Street known to merchant seamen the world around.

The LOOKOUT

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JANUARY, 1955

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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Grace Line photo

Pier 57: New York's Most Modern

NEW YORK harbor has a new pier and the Grace Line has a new terminal for its passenger and cargo services between the Port of New York, the Caribbean and the North and West coasts of South America.

Pier 57, located at 15th Street and North River, was officially opened late in December with traditional New York City marine fanfare — band music, the whirring of helicopters and the spouting of city fireboats. Mayor Robert Wagner turned over the new \$12,000,000 structure, built by the city's Department of Marine and Aviation, to its tenant, Grace Line. It will replace the old Grace Line Pier 57 destroyed by fire in 1947.

Several innovations in pier design have been incorporated into the 850-foot long, 150-foot wide pier which contains 470,000 square feet of usable space — the largest area available in any pier of similar dimensions. For one thing, the superstructure rests on submerged, buoyant, fireproof and watertight "pontoon-

type" concrete boxes, each weighing 27,000 tons and providing a huge underwater cargo-storage area. The buoyancy of the watertight boxes alone supports approximately 90% of the pier's total weight.

A roof storage area of 80,000 square feet for automobiles and other types of freight for overseas shipment is another departure in pier construction. To demonstrate the possibilities of the roof as a helicopter landing area, Commissioner of Marine and Aviation Vincent A. G. O'Connor and Grace Line president C. C. Mallory, arrived for the opening-day ceremonies via helicopter.

To eliminate traffic congestion, Pier 57 has several devices: a broad semicircular ramp leading off from both ends of the street entrance by which passengers may arrive and depart from a protected lower level; a 25-foot ramp on which trucks can drive directly from the street to the second deck, and 14 covered "bays" for the off-street loading and unloading of trucks on either side of the main entrance.

THE COVER: Our cover cat, who wouldn't give his name, seemed to be contemplating the warmer lands he might visit as a stowaway on American Export's *Excalibur*; but when the ship sailed later in the day for Barcelona and the Mediterranean ports, the cat was still sunning himself in the brisk air of Jersey City.

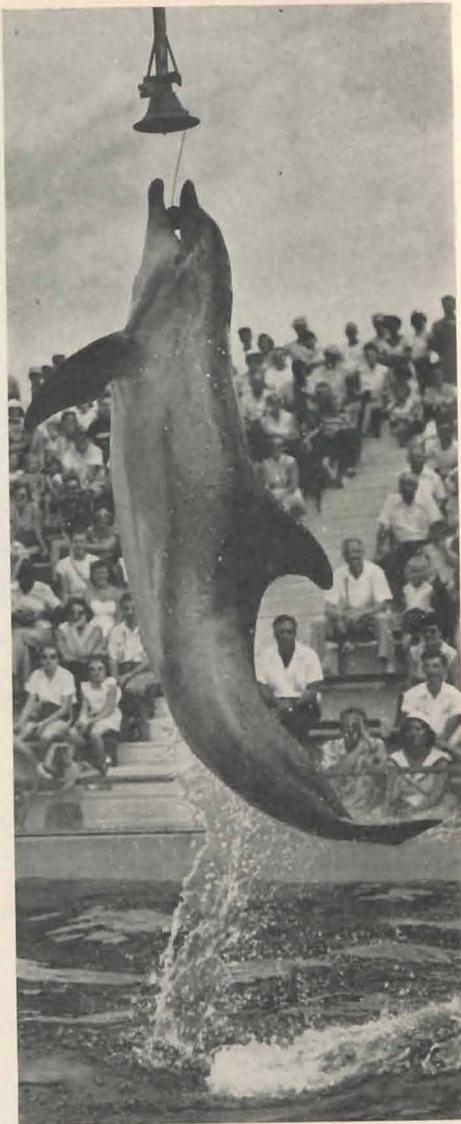
Flippy rings for dinner.

The Precocious Porpoise

How Smart Can a Fish Gef?

*Will you walk a little faster?
said a whiting to a snail,
There's a porpoise close behind us,
and he's treading on my tail!
See how eagerly the lobsters
and the turtles all advance
They are waiting on the shingle —
will you come and join the dance?*
— Lewis Carroll, *Alice in Wonderland*

POETS and sailors, small children and learned scientists have long been delighted by the antics of one of the most appealing creatures of the sea — the porpoise. This favorite pet of seafarers is currently proving himself a great deal smarter than anyone ever gave him credit for being. Recent observations of captive porpoises at Marine Studios, Marineland, Florida, have indicated astonishing feats of play, complicated behavior patterns and curious vocal powers that place this marine mammal high on the intelligence scale, somewhere between the dog and the chimpanzee. In fact, if the porpoise could share the same element with man, he would probably become a more accomplished household pet than the dog. Marineland porpoises have proved, at least, that as far as tricks go, there are quite a few things you can teach a fish.



Scientifically speaking, however, the porpoise is not a fish at all, but a sea-going mammal, a species of small-toothed whale found in almost all the waters of the world. Like their huskier cousins, the giant whales, the porpoises were once landlubbers, too. Some millions of years ago, they took to the sea, but their present resemblance to their fishy neighbors is purely superficial. Even as you and I, they

are warm-blooded, breathe air and bear their young alive. The Marineland porpoise is more correctly called a dolphin, the distinguishing feature being a beak-shaped snout, absent in the true porpoise. But dolphins and porpoises are brothers under the skin, and the names are commonly used interchangeably.

At Marineland, a three-year-old bottle-nosed dolphin (*Tursiops truncatus*) named Flippy, has astonished everyone by his ability to learn and obey commands. A year's training has proved Flippy absolutely precocious. It's all in a day's play for him to tow a pretty girl on a surfboard, ring bells, run up flags and jump through paper-covered hoops. More impressive, though, are the spontaneous play patterns porpoises have developed without benefit of human training. Scientists at the Marine Studios, reporting on the behavior of captive porpoises in their oceanarium over a period of 11 years, note the remarkable problem-solving ability of these animals.

For example, the porpoises originated a game of catch with an inflated inner tube. When the tube is dropped into the tank, the porpoise will usually rise up from underneath, spear the ring with his snout and then, as momentum carries his head above the surface, hurl the tube into the air. Porpoises have developed such accuracy in this game that they can pitch the tube right into a visitor's hand. Naturally, they expect the visitor to throw the tube back and join in the fun. They are often disappointed by visitors who are not smart enough to throw the tube back.

Then there's the feather game, another dolphin original. The dolphin drops a large pelican feather into a jet, a strong blast of sea water entering the tank from a nozzle. As the feather floats away with the current, he gives chase, catches it, and goes back to repeat his trick. Another dolphin elaborates on the same feat by releasing a feather into the eddy adjacent to the jet, then backing away and waiting, with open mouth, to catch the feather as soon as it passes into the current and is swept to her.

Porpoises are notorious teases. One of

their happiest pastimes is making life confusing for the smaller fish who inhabit their neighborhood. Nipping fishes and chasing them in and out of rock crannies is considered great sport. One Marineland dolphin would repeatedly take a piece of squid or food fish, drop it on the floor of the tank about 18" away from a rock cranny inhabited by a red grouper, and back away. Just as the grouper, anticipating a good dinner, emerged to take the bait, the Indian-giving dolphin would dart in, seize the food, and carry it away as the terrified grouper scurried back into its cranny.

When dolphins are impatient with interruptions in their play, they express it vocally, with the head out of the water, emitting a high-pitched grating noise which has been compared to the sound of a rusty hinge. This is not the only kind of noise the porpoise makes. Highly vocal from the moment of birth, his language runs all the way from the high-pitched whistling which is the stuff of everyday conversation, to jaw-clapping, chirping, yelping and squeaking. Some of these sounds are audible to the human ear, but most can be heard by man only with benefit of a tape recording made by putting a hydrophone down in the porpoise tank. While man's hearing range is limited to 20,000 cycles per second, the porpoise can both make and hear sounds in the ultrasonic range up to 100,000 cycles a second. The dolphin also has a larger brain than man which may, or then again may not, prove anything at all.

The sounds a porpoise makes are often tied up with behavior patterns. Yelping is characteristic of males during the mating season; horn-blowing, of porpoises inspecting a new object. One female porpoise was known to whistle for her offspring when he was off playing with other adults; similarly, a "lost" infant sent his mother whistle signals until she found him. Female porpoises, by the way, show a natural psychological bent for motherhood. Mother porpoises have been seen to push a still-born calf to the surface in an attempt to help it breathe. Almost always, another mature female joins the

mother in the care and protection of the new-born calf. For the first few months of his life, the two females are extremely solicitous for his welfare. The father porpoise is quite uninterested in the whole affair, and is not exactly what could be called a family man. Scientists believe that the dolphin social unit, as it occurs in the wild, is highly polygamous. It probably consists of one adult male, followed by a brood of from three to five adult females and their one-to-two-year-old offspring.

The dolphins at Marineland, delighting visitors with their tricks and feats of play, are only following in a long tradition of dolphin history, for in their untamed state on the seas, dolphins have long been an object of curiosity and appeal. The first men who sailed boats were probably attracted by the antics and friendliness of the dolphin, and it has been a famous — and fabled — animal ever since.

In western culture, man's awareness of dolphins dates back at least to the Greeks. Ancient Greek coins depicted the son of Poseidon (Neptune), seated on a dolphin. According to many of the classical writers, dolphins were harnessed to chariots and acted as carriers to the gods, to children, and to fair maidens in distress. Pliny's tale of the dolphin and the schoolboy, dated in the reign of the Emperor Augustus, tells how, at no matter what hour of the day the dolphin might be called, even though it might be at the bottom of the sea, it would hear the boy's summons and immediately fly to the surface. After feeding from the boy's hand, it would take him upon his back and carry him over a wide expanse of sea to the school at Puteoli. And when classes were over, he would carry him back home again.

Hebraic folk legend attributes the origin of the dolphins to the hordes of the Pharaoh who perished in the Red Sea pursuing the Israelites. As if the mass drowning were not punishment enough, the Egyptians were turned into dolphins, condemned to wander through all the seas to the end of time. As proof of the unbeliever, the legend explains that fish need not come to the surface to breathe, but dolphins must come up for air every

so often.

The early Christians found a happier omen in the dolphin, considering it a symbol of love, diligence and speed. In medieval art, it sometimes represented social love. Shakespeare and the men of the Renaissance were aware of the friendliness of the creature. Describing Antony in the last scene from *Antony and Cleopatra*, the Egyptian queen says:

For his bounty

*There was no winter in't; an autumn 'twas
That grew the more by reaping. His delights*

*Were dolphin-like: they showed his back
above*

The elements they liv'd in.

During the Romantic Period, the gorgeous hues the dolphin shows before his death caught the fancy of one of England's leading poets, and Byron wrote in *Childe Harold*:

Parting day

*Dies like the dolphin, whom each pang
imbues*

*With a new color as it gasps away,
The last still loveliest, till — 'tis gone —
and all is gray.*

One of the most fascinating beliefs about the dolphin is held by the Amazon natives of South America. Occupying much the same place in their folk lore as the Lorelei does in European legend, the Amazon fresh-water dolphin (*Inia*), often flesh colored, will, on occasion, take on the shape of an attractive young woman and stroll about the river bank. Should she meet an impressionable young man, she will lure him by the aspect of her long hair hanging close to her heels. She draws him nearer to the bank, until he is close enough to touch her, and then disappears with him beneath the water.

The bewitching lady, in her dolphin shape, will also attack a man in the water, the natives believe. They dread the creature greatly, and will not dare to spear it. But the Amazonians have their friendly dolphins, too, and claim that another one (*Sotalia*) found in the same river, will protect them.

Although porpoise-meat is seldom considered food for man today, it was once

a great delicacy, literally fit for a king. As late as the reign of Henry VIII, it was served with a sauce made from bread crumbs, vinegar and sugar. Since it was considered fish, the porpoise was a great favorite on fast days.

Naturally, porpoises and dolphins have figured greatly in the superstitions of sailors and the sea. In the early days of seafaring, they were considered portenders of good weather. But as early as the 16th century, they got the reputation, along with the stormy petrel, of foretelling foul weather. To quote a learned gentleman of the time, Sir Francis Bacon, "Porpoises or Sea Hogs, when observed to sport and chase one another about ships, expect then some stormy weather." The name porpoise, by the way, literally means sea hog, from the French, *porcpoisson*.

From all over the world have come sailor's stories that porpoises and dolphins will befriend a drowning person and try to save his life. The legend has always been considered too fantastic to be true, but in 1949, *Natural History* magazine published an item which gives some substance to the belief after all. Here is the account, written by a woman caught in an undertow while swimming off the Florida coast:

"The waves were not over two feet high and I waded out just waist deep before I realized that there was a terrific under-

tow. Just as I started to turn back the undertow swept my feet from under me and knocked me flat in the water. I swallowed a lot of water and in spite of repeated tries, could not get my footing. I tried to call . . . and I kept thinking as I gradually lost consciousness, please, God, can't someone push me ashore?"

"With that, someone gave me a tremendous shove and I landed on the beach, face down, too exhausted to turn over . . . It was several minutes before I could do so, and when I did no one was near, but in the water, about 18 feet out, a porpoise was leaping around and a few feet beyond him 'another' large fish was also leaping.

"When I got enough energy to get back up the steps (on our beach), a man who had been standing on the other side of the fence . . . said that he had seen only the last part. It was the second time, he asserted, that he had seen such a thing happen . . . I looked like a dead body and the porpoise shoved me ashore. It was his belief that the porpoise was trying to protect me from the 'other' fish which he described as a fishtail shark."

It could have been a porpoise intentionally helping a creature who would drown if deprived of air. Or it just might have been one of Flippy's pals, with his natural playfulness and curiosity, sporting again.

— FAYE HAMMEL

Lifesaver . . .

or prankster?



JOURNEY'S END

A British ship that used to sail half way around the world made her shortest voyage this December — into dry dock. The famed *Cutty Sark*, once the speed demon of the clipper ships, was towed a short distance down the Thames and dry-docked near the Royal Naval College, where she will be used as an educational center.

As she moved slowly down the river, whistles and sirens of London harbor craft saluted the 85-year-old windjammer that was once the pride of the London-China tea trade and the London-Australia wool trade. Aboard the ship was a seaman who had joined the *Cutty Sark* as an apprentice in 1885, Captain C. E. Irving.

NOT THE CUSTOM

U. S. Customs and Immigration men, who usually see eye-to-eye on most matters, seem to be at opposite poles as concerns the recently proposed plan to process inbound passengers and their baggage on the high seas rather than in the Port of New York.

Customs men feel that the recently-completed test of the new system on the American Export liner *Independence* was far from satisfactory. The Customs officers could do little to expedite the examination of luggage at sea, which was either being used by the passengers or stored in the holds. They are in disagreement with Commissioner of Immigration Joseph M. Swing, author of the plan, who considers the *Independence* test successful and who is now weighing the possibility of investing one sea-going inspector with the powers of the three agencies concerned with landing requirements: the U. S. Customs,

Immigration, and Public Health services. Maintaining that most citizens are not smugglers, Swing holds that spot checking of luggage, which could be done at sea, would be sufficient.

Commissioner of Customs Ralph Kelly, however, commented to a New York Times reporter: "... we feel that we have a problem with the thousands of people who arrive with luggage in cabins and holds. We are charged also with preventing smuggling and collecting duties and also preventing passenger importation of banned foods and plants. Baggage inspection is only part of getting a passenger cleared."

SEA STUDY

While some of our harassed tax-exempt foundations may consider going underground, one of them has decided definitely to go underwater. The Rockefeller Foundation has just granted \$1,000,000 to the University of California for fundamental research on the biological productivity of the oceans.

The grant will be used over an eight-year period at the Scripps Institution of Oceanography at La Jolla, one of the branches of the university. Extensive research in marine biology is necessary, Dr. Roger Revelle, director of the Institution pointed out, if man is to increase the amount of available marine food. Population experts consider this practically a "must" for survival in light of the increasing seriousness of the world's food problem.

Dr. Revelle told reporters that up to the present time, research on ocean life was concerned mainly with "describing and counting what lives in the sea." While this work is still essential, he said, scien-

tists are now able to apply to marine biology the new tools and techniques that have revolutionized agriculture and medicine. What determines the size of marine plant and animal populations and the possibilities of increasing the fertility of the sea are some of the problems they will explore.

While the researchers eventually hope to "bring the sea into the laboratory and examine it under controlled conditions," most of the laboratory work at present will have to be done on location, as it were.

COOPERATION

Addressing the Special Services to Seamen panel at the December convention of the Propeller Club in Miami, the Institute's director, Dr. Raymond S. Hall, suggested that the overlapping interests of private agencies, labor, shipping and government could serve as the basis for common effort on an international scale in developing a sound program for seamen ashore in the world seaports.

Dr. Hall expressed the belief that the establishment of an international organization for service to seamen would lead to:

1. Greater stability for seamen as a result of better facilities and programs in all ports.
2. Making seamen better ambassadors for international understanding.
3. An exchange of ideas and experience among existing agencies, particularly in setting up new work.
4. A lessening of duplication in individual ports.
5. A better opportunity for seamen of different faiths to worship according to their own creed.

TRANSFER

A mixed reaction in local shipping circles greeted the halting last month of all Liberty ship transfers to foreign flags.

The unions, which have long opposed foreign-flag transfers, were elated by Maritime Administrator Louis S. Rothschild's "until further notice" decree. Vessel owners who have engaged in the practice, on the other hand, urged that the halting of transfers be kept on a "flexible" basis, and that the needs of shipowners who might suffer hardship because of the change in policy be borne in mind. James B. Stuart, who is president of the American Tramp Shipowner's Association, told a New York Times reporter he hoped the growing demand for American-flag tramp vessels, one of the reasons cited for halting the transfers, would continue long enough to justify the measure. Stuart pointed out that the cost of breaking out an inactive ship for a short period of time is extremely high.

DOWN, DOWN

The downward trend of the privately owned U. S. merchant fleet continues, according to the latest monthly report from the American Merchant Marine Institute. The transfer or sale of three tankers and 14 dry cargo vessels abroad resulted in a decrease of more than 185,000 deadweight tons during the month of November.

The latest available statistics on U. S. foreign trade showed that U. S. flag vessels carried only 29.1 per cent of a total of 15,528,300 long tons (exclusive of trade in military controlled vessels) for the month of July, 1954.

New Zealand, India Give Models

IT WAS with typical Polynesian ceremonies that the Ao-tea-roa was christened in New Zealand for her long trip to America. The Ao-tea-roa is a small craft — only two-and-a-half feet long. She did have help in navigating the broad oceans between New York and her construction site, the work bench of Mr. C. Tuarau, Maori carver at the Dominion Museum in Wellington, New Zealand. Built expressly for the Marine Museum of the Seamen's Church Institute of New York at the request of New Zealand's Prime Minister, Sidney G. Holland, the Ao-tea-roa is one of the world's rare mod-

Boat Show

In February the Institute's Marine Museum will have a special exhibition of models on view at the Jersey Coast Boat Show to be held from the 19th to the 27th at Convention Hall in Asbury Park. Visitors to the Institute booth will be able to have a message in a bottle launched from either mid-Pacific or mid-Atlantic.



The Ao-tea-roa, being examined at the Institute's Marine Museum by Curator W. E. Greyble, is carved with great attention to traditional detail. The model is complete with a wooden baler, Manuka flooring, paddles and paddlers' thwarts. Because of the availability of large timber along the New Zealand rivers, these canoes are fashioned from one solid piece of wood.

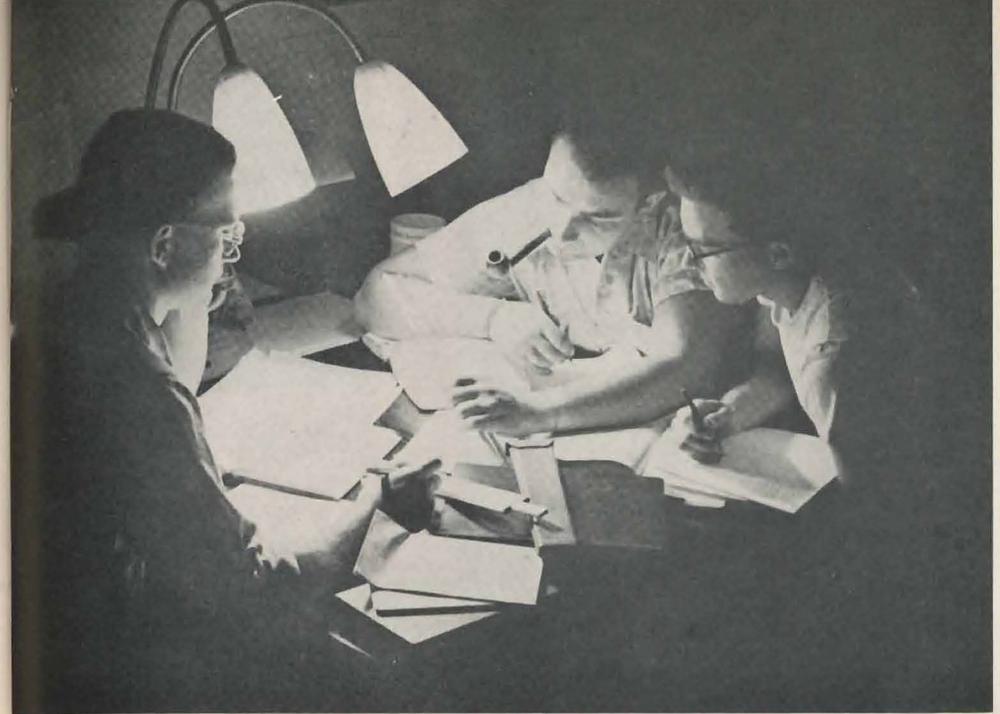
The Institute has now received models from six foreign governments and there are several more currently enroute.

els of an accurately carved Maori war canoe. Queen Elizabeth has one and there is another in the Canterbury Museum.

In dedicating the model as a vessel to represent New Zealand in the Institute's collection, Dr. R. A. Falla, director of the Dominion Museum, said: "The New York museum enshrines the history and achievements of seafaring peoples and shipbuilders of all nations. Because of its international character it is of interest to large numbers of seamen of all races who visit the port of New York."

At the New Zealand dedication ceremonies, an offering was made to the sea god Tangaroa before the canoe was handed over to the External Affairs Department for its journey to the United States. This offering was designed to keep Tangaroa well disposed towards the canoe's figurehead; it must have been successful, for the model is now safely under glass at the Institute.

Another chief of state to honor our Marine Museum with a gift is Prime Minister Pandit Nehru, who gave a large scale model of the Indian passenger and cargo steamer, *T.S.S. Hiravati*, brought here from Bombay through the courtesy of an American Export Lines vessel named, appropriately, the *Exhibitor*. At the American Export Lines office in Jersey City, Mr. Eric Gonsalvez, Indian Vice-Consul in New York, presented the ship on behalf of his government to Curator W. E. Greyble.



Future naval architects and marine engineers prepare at

WEBB INSTITUTE

ON a 26-acre sea-scaped campus on Long Island's North Shore, a small group of young men are busily engaged in a unique educational program. They are students at Webb Institute of Naval Architecture, a school which since 1889 has been training college men for key positions in the design and maintenance of our merchant marine and naval fleet.

Webb students, highly selected scholarship winners, undergo a rigorous four-year technical training program, still find time to study the humanities and participate in an unusual system of student government and extra-curricular activities. Besides this, they spend three months of each school year in a practical work program which may take them anywhere—from an apprentice machine shop in a naval shipyard to a foreign port halfway around the world as crew of a merchant ship.



Three students pause in front of Stevenson Taylor Hall, Webb's main building, to discuss the affairs of the day.



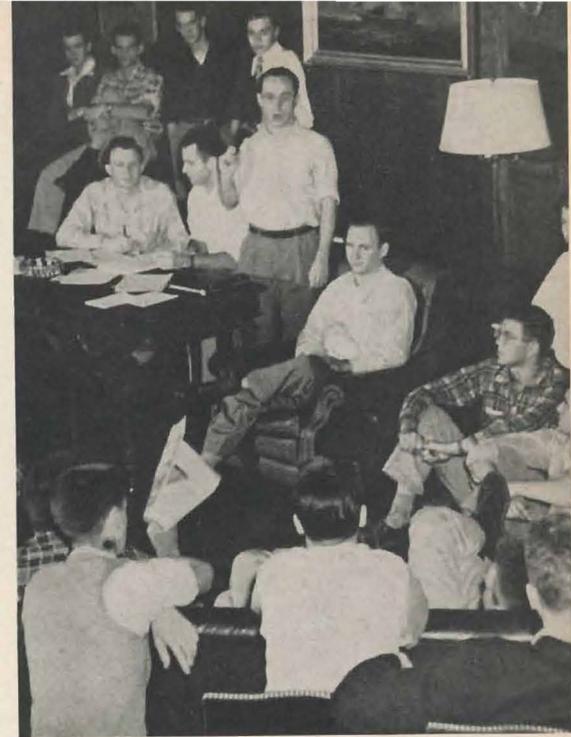
...re marine engineers get some practice in firing the boiler.

William Webb, the master shipbuilder, left another important legacy to the shipping world — the school that bears his name. His original endowment to Webb Institute, plus the gifts of other benefactors and alumni, have made the outstanding curriculum at Webb entirely free to the qualified student who can meet its high standards.

The School that William Webb Built

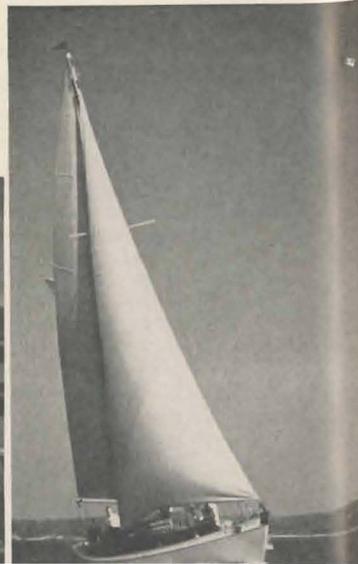
Webb students juggle, with apparent ease, a full program of lectures, labs, practical work, student activities, sports and social life. They work hard and play hard at living up to the ideal Webb sets for them — graduates who are "... gentlemen, super-technicians, and leaders."

Sunday afternoon finds Webb men and dates on a busman's holiday — sailing, of course.

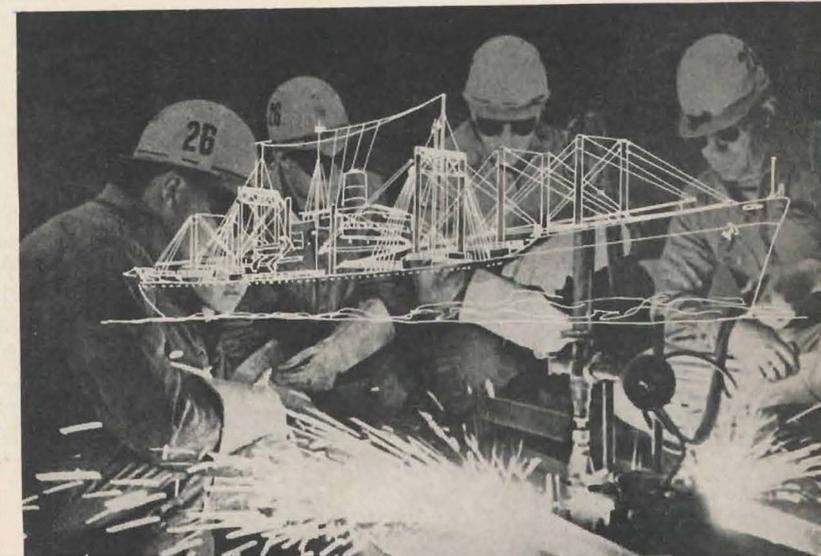


A Student Organization meeting is called to order. Webb's honor system, written and enforced by the students themselves, with no outside supervision, carries out rules of the S.O., embraces every aspect of the student's life while he is at Webb.

Each of Webb's four large classrooms (one for each class) is a combination lecture and drafting room. Here a group of students work hard at drafting problems.



Pride of the Webb student fleet (which boasts five 12-foot dinghies and numerous small boats) is the 40-foot auxiliary sloop, Barnswallow.



At the New York Naval Ship Yard in Brooklyn, Webb men learn some practical aspects of ship building.

Timbers from the Tiger



"Burning of the Tiger," from Lamb's *History of the City of New York*, A. S. Barnes Co., 1877.

SHIP timbers from a vessel which burned in New York harbor almost 350 years ago are featured in a new exhibition at the Marine Museum of the City of New York, "Shipyards of New York."

The timbers, discovered during subway excavations at New York's Dey and Greenwich streets in 1916, are believed to be part of Captain Adrian Block's Dutch exploration ship, *Tiger*, which burned here in November, 1613. As such, they are an important historical find, for the *Tiger* is, in a sense, the ancestor of the more famous ships launched from the shipyards of New York. Her burning forced Block and his men, stranded too late in the fall to expect another vessel from Holland, to construct the *Omrust* — the first ship ever built in New York.

Subway engineers, who found the ancient timbers buried under eleven feet of silt, were about to throw the wreckage out until historians intervened. Reasoning that at the time the *Tiger* burned, the shoreline of Manhattan was at Greenwich Street, and that it would have required at least three centuries of tidal and river action for the sands of the bay to cover such a ship, they tentatively identified the timbers as belonging to the *Tiger*. The further discovery of 17th century Dutch artifacts — an axe, a piece of anchor chain and some blue and white broken china — added more evidence to their theory.

Eight skulls, which were also found at the time of the excavation, turned out to have nothing at all to do with the *Tiger*. A police report showed that they had belonged to a later era; they had come from the back yard of a sailor's boarding house, known for its practice of shanghaiing seamen.

The historians saved the visible parts of the *Tiger* from the junk heap, but because funds were not available for further exploration, about 60 or 70 feet more of the ship still remain underground at the intersection of Greenwich and Dey streets.

After a 27-year long stopover in the seal tank of the old New York Aquarium, the ship timbers have finally been presented to the Museum of the City of New York, where historical and scientific research to authenticate them as part of the *Tiger* is in progress.

The exhibition also features relics of the great days of New York shipbuilding, from the time of the Dutch to the days when New York clippers ruled the seas. Shipwrights' tools, half-models, builders' plans, ship models, prints and paintings recall the days when wooden shipbuilding flourished along Corlears Hook on the East River, from Pike to 13th Street.

TREASURE

With the sea is a bright fulfilment
Healing the long sighs of the heart.
Close to its troubled and secret bent
All rages of the pallid world depart.

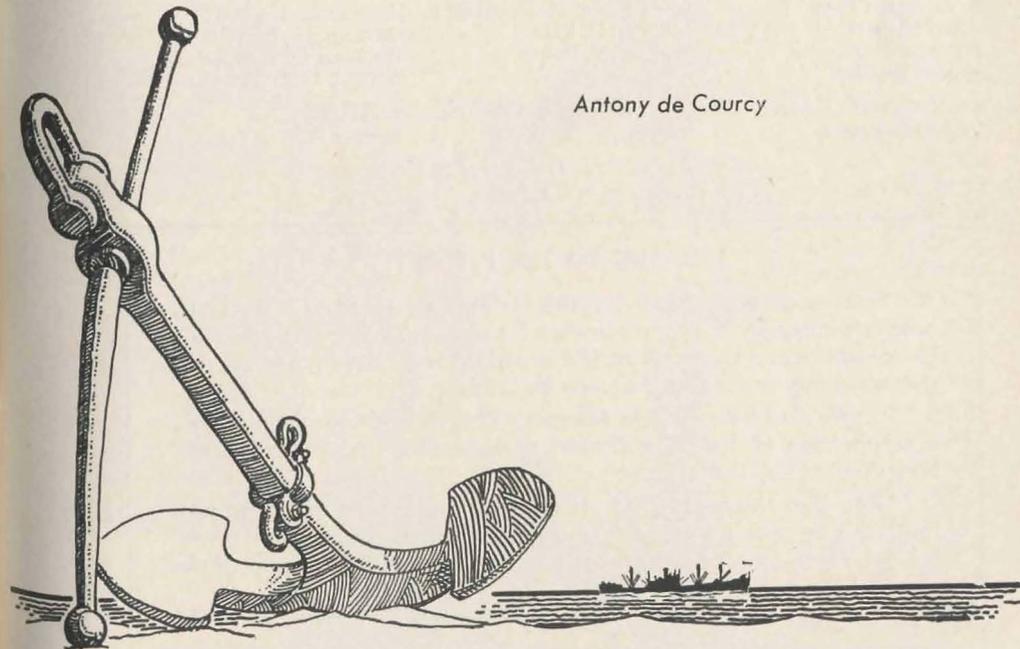
*Strength comes for me
In its haunted fusion,
Trackless though I be
And lost in vision.*

Standing in a rich elation
With the turning, shining tides;
Washed moon-pale, dark with sun,
My soul in its joy abides.

*Gold from noonday's red,
Sapphired cloths of night;
Crowns for my head
And scepters of light.*

Each voyage a lonely romance,
A mating that no eye can see;
But rewarding the solo bridal dance
Is the prize treasure of the sea.

Antony de Courcy



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LEGACIES TO THE INSTITUTE

You are asked to remember this Institute on 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 ofDollars."

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.