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# THE LOOKOUT

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Proposed New Building

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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 \$406,000. We need \$340,000 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

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

VOL. I.

JANUARY, 1911

No. 9

## The Set of the Soul

One ship drives East and the other  
drives West,

While the self-same breezes blow;  
It's the set of the sails and not the  
gales,

That bids them where to go.

Like the winds of the sea are the ways  
of the fates,

As we voyage along through life;  
It's the set of the soul that decides the  
goal,

And not the storms or the strife.

—Selected.

## REPORT OF BOARD OF MANAGERS

The Society starts its 67th year greatly encouraged by the returns from its past efforts and with confidence as to the future. Detailed summaries and reports of the various fields and stations are shown on the following pages.

### THE WORK

Progress has been made in every branch of our activity. The religious work has increased; the social advantages and entertainments have been more largely availed of and the practical charity offered through our free shipping bureau and banking department has been more effective and helpful than ever before. During the past year, \$115,282.49 have been received by us for transmission and safe

keeping, and during the past six years the aggregate sum of \$674,112.93 has been entrusted to us by our sailors. We have continued to co-operate with the Legal Aid Society, to which we have for several years made an annual contribution in recognition of their helpful service. They have taken appropriate action on 481 cases referred to them by our chaplains.

### NEW BUILDING

The success of the lodging house in Brooklyn, "The Breakwater," corner Furman street and Atlantic avenue, fully justifies the work carried on there, and indicates the necessity for our new building to be erected at South street and Coenties slip, Manhattan.

Additional subscriptions amounting to \$150,177.00 have been secured for this purpose. The total fund for the land and building amounts to \$406,744.98. The land has cost \$242,500, and it is estimated that a twelve-story building, to accommodate 500 sailors, would cost \$500,000, leaving a balance of about \$335,500 to be secured. \$75,000 of the subscriptions are contingent upon the raising of this balance before May 1st, 1911. The experience of those in charge of the Mills Hotels in this city shows that a building of this character can readily be made self-supporting. Attention is especially directed to the detailed report of the Building Committee.

## "THE LOOKOUT"

During the past year the Society has undertaken the publication of a monthly paper, appropriately named "The Lookout," whose first issue appeared in May. The paper is sent free to those who contribute two dollars or more a year to the Institute, and to others at a nominal price of one dollar per annum. It has now a monthly circulation of about 2300 copies. It has been used to convey to those who are interested in the Institute a better understanding of the work we are doing and to inform them of important happenings in the various departments. It also purposes to keep them in touch with matters of importance in the life of the seamen, and to inform them of what other institutions and agencies are doing for the men of the sea.

## SHIPPING BUREAU

Our Society is doing its full share in the fight against the traffic carried on by crimps and sailors' boarding-house keepers and our most effective weapon is our free shipping bureau. The number of seamen shipped without payment of illegal fees or bonuses during the past year from our Battery Station and North River Station was 2253, and 873 men were provided with temporary employment on ships and on shore. More than 137,610 visits have been made to our reading rooms and sailors' home.

These facilities are appreciated more and more by captains seeking crews. The United States Naval Auxiliary Service continues to ship all its men from our shipping bureau in the Battery Station.

## LEGISLATION

The Committee on Legislation has continued its activity in watching violations, demanding the enforcement of the recent laws for the protection of men employed on scows and barges.

## BOAT AND HARBOR SERVICE

Our harbor boat, "Sentinel," continues to add greatly to the efficiency of our institute work and during the past year it has transported 1930 seamen from ship to shore and from harbor to hospitals, and it has visited 599 vessels in the harbor.

## IN MEMORIAM

We record with sorrow the deaths of Mr. Henry Dexter, Mr. John V. Brower and Mr. Charles F. Cummings. Mr. Dexter was one of our lay Vice-Presidents. His unfailing and sympathetic service for the past thirty-nine years will cause his memory to last while the Society endures. Mr. Brower was an honorary member at the time of his death. He had been an active worker on the Board since 1890 and his loss will be keenly felt. Mr. Cummings came on the Board in 1892, succeeding his father, Thomas F. Cummings, one of the original members.

## LEGACIES

The Society has been encouraged this year by substantial legacies; one of \$25,000 from Mr. Henry Dexter, one of \$7,000 from Miss Mary Rhinelander King, and \$2,000 from Mrs. Mary Nevins Mayo.

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**Breakwater Notes**

The usual time of service at The Breakwater is Sunday morning at eleven o'clock. Occasional services are

held Sunday evening at eight. We depend on volunteers for the music at these services. So far, we have been fortunate in securing most excellent help at the piano and the singing, and wish to thank most heartily those who have so kindly volunteered. The sailor is like the rest of us in his love for music, so that a service with good music goes straight to his heart. Are there not others who will help us in our Sunday service music?

Since the middle of October, a weekly social meeting and entertainment has been held on Thursday or Friday evenings. These meetings are informal and have the nature of a "smoker." The men take part themselves, adding greatly to their interest. For the music at these meetings, also, we rely on volunteers. Several students from the General Theological Seminary and Columbia University have helped us and we are grateful for their assistance. But we need constant help in this direction and surely there must be those who could give an evening to teaching others how to enjoy themselves without resorting to excess. And we find that the relationships which spring up as a result of these informal meetings often lead on to fruitful moral and spiritual results.

On the evening of Thanksgiving Day a bountiful dinner, including the traditional turkey, was served to all the men. After dinner Mr. Joseph Lorraine gave us all a rare treat with his songs and recitations. Mr. Lorraine is a great favorite at The Breakwater and seems to enjoy himself thoroughly in his associations with the men.

are planning a Christmas tree with a real Santa Claus and presents for Christmas Eve. On Christmas Day there will be a service with good old Christmas carols.

Volunteers for the Sunday music or the social meetings are asked to communicate with the Rev. Edgar H. Gould, care of Seamen's Church Institute, 1 State street.

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### Floating Church Passes

The Floating Church of our Saviour, a craft unique among the ecclesiastical structures of the world, brought its career in the Borough of Manhattan, New York City, to a close on Christmas Day with a farewell service at mid-day. For over sixty-six years it has provided a spiritual home for wanderers of the sea. It will end its days on the shore of Staten Island at Mariner's Harbor, as All Saints' parish church.

The Floating Church has been presented by the Board of Managers of the Seamen's Church Institute to the Archdeaconry of Richmond. Populations shift. There is no longer a congregation for it at the old mooring, foot of Market street, and no place can be found for it suitable to the work of the Society. For several years it has been necessary to transport a large portion of the congregation to the church on our steam yacht "Sentinel," who will now be transported to the Church of the Holy Comforter at our North River Station until the proposed new building is erected. For the new Institute a site has been chosen that will be permanently central, whatever changes may occur in the port.

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As THE LOOKOUT goes to press, we

## THE LOOKOUT

Published every month by the Seamen's  
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NOTE—Address all communications to  
ARCHIBALD R. MANSFIELD, Superintendent

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### What \$100 Will Do

We publish this month the annual report of the Board of Managers in which there is an item to which we wish to call particular attention. Last year our Seamen's Hotel, The Breakwater, furnished lodgings to nearly 11,000 men. When one thinks of the 500,000, the estimated number of seamen supposed to call at this port each year, 11,000 does not seem very many. But The Breakwater has but 100 single rooms, and when one thinks of that the hotel proves to have used its capacity to good advantage. Each of these 100 rooms has given lodging to 110 men of the sea.

In the new building which we are preparing to build there will be 500 rooms, and we hope to see each one of them do as valiant service as the rooms of The Breakwater. That will permit us to lodge say one-tenth of the seamen that call at the port.

One hundred dollars (\$100) will pay for one of these rooms, and we are ready to inscribe upon the door of each room the name of the donor. A few of these rooms have already been subscribed for by the following persons or societies:

The Chapel of the Intercession  
The Junior Auxiliary to the Seamen's  
Church Institute of the Church of  
the Epiphany

The Woman's Guild of St. Ann's  
Church, Brooklyn (2)  
Mr. Orme Wilson, Jr.  
Mrs. Eastburn Benjamin (2).

One hundred dollars! What does it mean?

It means a lodging for more than 100 men a year. But do you realize what that means? Do not think of these strangers for the moment but think of their families; their wives and mothers and children. It's somebody's son, somebody's husband, somebody's father that is to receive a welcome, a clean bed in decent surroundings, good companionship, entertainment and care; then a fair chance for another job through the Free Shipping Bureau.

It means that for each room one hundred men will be kept away from the temptations and degradation they must encounter elsewhere in this part of the great city. It means a hand stretched out to keep them from going wrong, from spending the money they should send home to their families—or having it stolen from them. How many heartaches do you suppose that \$100 will save in a year? How much comfort will it mean to those whose hearts follow the seaman and wait to welcome him home, and who, in his absence, rely upon the wages that he remits to them? It means that one hundred men will be helped to be self-supporting, and that is the best thing we can do for them and their dependents.

It means a dollar a piece to keep them from going wrong. And after the first year the room will be there for hundreds more to occupy and have the benefits of the Institute. Can you find a better bargain than that?

### Tow-Lines

With the advent of bad winter weather come the reports of vessels lost at sea. The newspapers are full of these stories and it is not necessary to recount them. Some of these accidents are, unquestionably, unavoidable. They make a part of the perils of the deep. But there are others which it is quite as certain might be prevented, and for that reason every safeguard should be provided for the sake of the men who man the ships, scows, barges and other craft.

Two years ago this Society was active in securing the passage of "An Act to amend the laws relating to navigation, and for other purposes." We were particularly interested in shortening the tow lines of scows, etc., and the effort in which we participated was successful.

Now we learn that an effort is being made to have the legal length of hawsers used in towing increased from 75 to 100 or 150 fathoms or to have the towing regulations abrogated entirely. As we were active to secure the present regulations, we cannot sit by and see them menaced without expressing a word of protest.

Fortunately, the ship owners, shipping masters and steamship companies do not appear to be unanimous in their desire for the abrogation of these regulations, and perhaps they are not seriously menaced. Long hawsers are a danger to all vessels in the same waters as well as to the scows or barges at the end of the tow. Every boy that has played "Snap the Whip" knows just how the long hawsers work and how easily they may smash into the side of a neighboring vessel

or be run down in the darkness, and especially in a fog. Where there are such dangers every precaution should be taken to minimize them, and that is our reason for opposing every effort to lengthen out the hawsers.

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### Revised Plans

An old Quaker, whose religion would not permit him to make very unpleasant remarks to his neighbors no matter how much they might exasperate him, became angry with a troublesome man who lived next door. When he could control himself no longer, he heaped upon this man's head the severest malediction his conscience would allow: "May thee build!"

Only those who have passed through this ordeal can appreciate the Quaker's wrath. And we have been in the throes of preparation for months; hence we understand how he felt. But, at last, the plans for the new building, whose exterior has been reproduced, from the very first issue of "The Lookout," on the cover, have had their final revision.

The building is designed in the Flemish style, or what is more commonly known as Dutch, in remembrance of those early pioneers who settled on the part of Manhattan in which it is to be located. Brick, stone and terra cotta will be the materials used. Tracery in the windows and panels in the walls in geometrical patterns will be relied upon exclusively for decoration except for the finials and turrets of the roof.

The façades on South street and Coenties slip are to be faced with Stony Creek Granite up to the level of the first story window-sills. Above the granite, up to and including the

second story sills, Indiana limestone will be used. The rest of the façade will be faced with Harvard brick, Flemish bond, laid in diaper pattern.

On the corner at the fourth story level there may be a nautical ornament made of iron, while, towering above the roof, a lantern of the same material will be used. This description suffices to show how simple and inexpensive and yet how appropriate, the exterior plan should prove.

The basement will be a very busy place. The Shipping Office will occupy the corner, with entrances from South street and Coenties slip. The Baggage Room, capable of holding 3,000 pieces of baggage, will occupy the north side of this floor, with entrances through a corridor from Coenties slip and by a stairway from the floor above. Between these two rooms the Store or "Slop Chest" is situated, accessible in the same manner as the Baggage Room and also from the Shipping Office. There will be large wash rooms and toilets on this floor, and a set of repair shops for carpenters, painters, etc.

The main entrance to the building is from South street through a wide corridor on the floor just above the street level. The Hotel Sitting Room, or Lobby, will occupy the corner just over the Shipping Office. Its capacity will be greatly increased by a gallery or mezzanine floor, reached by stairs. From this lobby entrance will be had to the elevators to the dormitories. The lobby will be entered from the main corridor. The Manager's desk will be located at this entrance so as to give him control over the room and those who enter it, as well as over the

main corridor and all who enter the building. Along the main corridor will be situated the Savings Department, Post Office and Newspaper Stand. The Officers' and Main Dining Rooms will occupy the north side of this floor; beyond them, the kitchen. A transverse corridor leading from Coenties slip to the main corridor furnishes access to the chapel, seating over 300. Broad stairways at the end of the main corridor lead down to the basement and up to the floors above.

The second floor will be given over to Reading Rooms and the Administration Department. Here, again, separate provision is made for the seamen and officers. A room adjoining the main Reading Room will be set aside for the staff and chaplains of various nationalities to whom the patrons may have convenient access.

The third floor will be given over entirely to Game and Recreation Rooms for seamen and officers, but the arrangement is such that these rooms may be adapted to purposes of instruction.

An Auditorium, capable of seating 700 will claim the South street side of the fourth floor. This will be one of the busiest rooms in the building. When it is not requisitioned for concerts and entertainments of one sort or another, it will be converted into a gymnasium. We expect it to be in use every night and the center of the Institutional features of the work. Provision will be made for the apprentices on this floor also.

The eight remaining floors will be dormitories apportioned, as experience may prove necessary, to seamen and officers. Each floor will have about 70 single rooms, each with a window



opening either upon the street or an open court. The rooms will be of generous proportions, 5.6 x 9 ft. Adequate wash rooms and toilets will be provided for each floor. The floor plans of these dormitories have been studied with great care to secure the greatest convenience, economy, cleanliness and order, and we believe that the architects have worked out a plan that can hardly be improved upon. The dormitories will be provided with elevator service, although the patrons of the Institute will be expected to walk up to the Reading and Recreation Rooms on the floors below.

In order to administer the work successfully, the most popular features of the Institute have been put upon the upper (third and fourth) floors where the advantages of recreation will counterbalance the effort of reaching them. The building has been designed throughout with an eye single to the best interests of the work. The plan is not extravagant yet it is thoroughly substantial and, of course, every precaution will be taken against the dangers of fire and panic.

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### North River Station Notes

This is a season for many "down and outers." The Lake shipping has shut down, the yachts are no more in commission until Spring, and many other means of marine livelihood are cut off, e.g., excursion steamers and the "laying up" of larger vessels. From all such sources come tales of the unfortunate, and what we could do without the "Morril and Morgan Fund" in the way of relief would indeed be a serious question.

Many a man goes to a lodging house

because of this fund and many a one has a meal at a neighboring restaurant. When the nights are bitterly cold and it is otherwise a case of "walk the streets," when a man has had nothing substantial and even nothing at all for twenty-four and more hours, one cannot always discriminate on the question of the deserving and undeserving, although we make every effort to do so.

Some men's eyes fill with tears on principle—they can turn them on; but others have tried to keep them back and could not because of the long-continued discouragement and insufficient food and clothes. There are young chaps and there are men in the sixties who try hard for something to do and cannot find it. The North River Station could use clothes and underclothing and shoes, etc., to great advantage. We hope this appeal will find as wide a place as possible. It is of great importance.

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During the winter months on one Sunday evening of the month the organist and choir arrange a special musical service with violin accompaniment. This service is appreciated by a large congregation.

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One of the pleasant features of our Christmas decoration was a contribution of Christmas greens, ground pine, etc., from two of the chaplain's former parishioners in Vermont, Mrs. Rickert and Mrs. LaRock, who gathered a quantity and forwarded this happy surprise to the North River Station.

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On Thursday evening, Dec. 22, The Ascension Dramatic Association, under the direction of the Rev. Walter

Bentley, rector of the Church of the Ascension, Greenpoint, presented the English comedy "Caste," in three acts. It was enjoyed by an overwhelmingly large audience. Taking part between the acts were members of the *S.S. Baltic* Pastime Club. There was excellent talent afforded, and altogether the evening was one of unusual merit.

The importance of this work and its possibilities of usefulness, and its actual accomplishment of the same, is sufficient to invite the readers of THE LOOKOUT to pay a personal visit to 341 West street, just to see the scope of the work—and we wish you could meet man after man who is worthy, and know something of his life's history and his struggles to surmount his difficulties.

On Christmas day we are preparing to keep open house for seamen between the hours of 4:30 and 7:30 p. m. Tables are to be placed in the Entertainment Room, and preparations for 500 are being made. Turkey sandwiches, mince pie and coffee will be served—also, as a Christmas gift, a pipe and bag of tobacco. Subscriptions have been received from Mrs. Louis Butler McCagg, Mr. J. Pierpont Morgan, Mrs. W. Seward Webb, Mr. Francis C. Moore, Mr. Richard F. Brewster, Mrs. W. Edw. Vermilye, Mr. W. H. Butterworth and Capt. J. W. Miller.

At eight o'clock on Christmas night, in the Church of the Holy Comforter, a Festival Carol Service will be held, with special music and familiar carols.

Our new coffee urn meets a timely need on these winter nights.

If the sailor is sometimes regarded as an irresponsible man, look at his environment and the shiftless living. He is a man with strong character, and his friendship is not hard to win and when you have it you know it. The North River Station joins hands with all other similar institutions in its purpose to be a friend and lead the men to find the best in life.

On Sunday evening our congregation had the pleasure of hearing Supt. A. R. Mansfield preach.

Mrs. Louis B. McCagg's gifts of three figures of Santa Claus for the tables on the occasion of our Christmas festival met with very great appreciation on the part of the men. They gave a touch of interest to the pleasure of the feast. St. Michael's Church Periodical Club kindly furnished two barrels of reading matter this month. Contributions of the same needful and appreciative kind have come from Mr. and Mrs. H. A. Collins, Havana, Ill.; Mrs. F. H. Farrington, Brandon, Vt.; Mrs. Dupree, Phila.; Mrs. J. Graham, Glen Ridge, N. J.; Mrs. C. M. Winslow, Brandon, Vt.

Other contributions have been: Box of Comfort Bags from The Girls' Friendly Society of St. Paul's Church, Burlington, Vt.; Box of Clothing from Mrs. Horatio Loomis, Burlington, Vt.; 5 qts. Condensed Milk from the Borden Milk Co., N. Y., and Mufflers from Mrs. S. H. Newhouse.

## REPORT FOR NOVEMBER

### Departments Reports for November

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

November, 1910.

#### *Savings Department.*

November 1, cash on hand...	\$15,471.65
Deposits .....	9,608.17
	\$25,079.82

Payments (\$4,171.52 trans- mitted) .....	9,251.87
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December 1, balance.....	\$15,827.95
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#### *Shipping Department.*

Number of vessels shipped entire by the Institute.....	13
Number of men provided with em- ployment in port .....	37
Number of men shipped.....	139
Total .....	176

### *Reading Rooms.*

Total attendance .....	10,020
Letters written and received.....	1,951
Packages reading given.....	525
Number pieces baggage checked..	526

### *Relief Department.*

Assisted .....	213
Sent to Legal Aid Society.....	45
Visits to hospitals.....	20
Visits to ships in port.....	95

### *Religious Department.*

Number of services .....	26
Attendance total .....	535
Communion services .....	3
Funerals .....	1

### *Institute Boat "Sentinel."*

Trips made .....	25
Visits to vessels .....	41
Men transported .....	140
Pieces baggage transported.....	232

# STATISTICAL REPORT

From December, 1909, to December, 1910

## *Religious Department.*

Number of services.....	267
Aggregate attendance .....	8,852
Baptisms .....	2
Marriages .....	5
Funerals .....	12
Communion services .....	59
Confirmations .....	2

## *Shipping Department.*

Number of vessels to which crews or parts of crews have been furnished .....	228
Men signed and shipped.....	2,253
Men provided with employment—temporary, ship or other.....	873

## *Reading Room, Relief, Etc., Department.*

Aggregate attendance (officers, apprentices and seamen).....	147,981
Letters written by and received for these men .....	30,462
Pieces of dunnage checked for safe-keeping .....	6,736
Packages of reading matter distributed from No. 1 State street and the <i>Sentinel</i> .....	12,793
Sent to Legal Aid Society.....	481
Sent to hospitals and dispensaries	78

Aided through Morrill and Morgan Fund and otherwise.....	1,110
Total visits by entire staff to vessels, hospitals, boarding houses, etc.....	1,555
Entertainments .....	29
Attendance at entertainments....	1,454
<i>Boat and Harbor Service, Steam Yacht Sentinel.</i>	

Number of trips.....	414
Number of men transported....	1,930
Pieces of dunnage carried.....	2,601
Vessels visited .....	599

## *Savings Department.*

For safe-keeping and transmission of seamen's wages received in the British Consular Shipping Office and the "Breakwater."	
Number of deposits.....	2,163
Amount of deposits.....	\$115,282.49
Number of transmissions... ..	978
Amount of transmissions... ..	\$51,173.69
Number of home countries of depositors .....	59
Number of countries to which money was sent....	37
Allotment note money paid and collected .....	29,475.82