

THE

LOOKOUT

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A SEAGOING PUPPY AND KITTEN CLIMB THE "RATLINES"

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXVI—NO. 11

NOVEMBER, 1935

THIS MONTH'S COVER is reproduced from the jacket of a new book written and illustrated by Ruth and Latrobe Carroll entitled "Luck Of The Roll And Go", published by MacMillan Co. See Page 12 for a review of this delightful book about a seagoing kitten and puppy.

The LOOKOUT

VOL. XXVI, NOVEMBER, 1935
PUBLISHED MONTHLY

by the

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
25 SOUTH ST., NEW YORK, N. Y.

Telephone BOWling Green 9-2710

CLARENCE G. MICHALIS
President

FRANK T. WARBURTON
Secretary-Treasurer

REV. HAROLD H. KELLEY
Superintendent

MARJORIE DENT CANDEE
Editor, THE LOOKOUT

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Make all checks payable to the order of
"SEAMEN'S CHURCH INSTITUTE
OF NEW YORK" and mail to
25 South Street, New York, N. Y.

LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we submit nevertheless the following as a clause that may be used:

I give and bequeath to "Seamen's Church Institute Of New York," incorporated under the laws of the State of New York, located at 25 South Street, New York City, the sum of.....
.....Dollars.

Note that the words "Of New York" are a part of our title. 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."

It is to the generosity of numerous donors and testators that the Institute owes its present position, and for their benefactions their memory will ever be cherished by all friends of the seaman.

The Lookout

VOL. XXVI

NOVEMBER, 1935

No. 11

A CHARMING NEW PLAY

The Ways and Means Committee is happy to announce that plans have been completed for the Institute's Eleventh Annual Theatre Benefit, to be held

Thursday Evening,
November 21st

At the Music Box Theatre
239 West 45th Street

We have reserved the entire orchestra and mezzanine for this performance of

"PRIDE AND PREJUDICE"

A dramatization of Jane Austen's famous novel with a notable cast including Lucille Watson (star of "Post Road" and "No More Ladies"); Colin Keith-Johnson (of "Journey's End"); Adrienne Allen (of "Cynara") and Helen Chandler.



Reproduced from an illustration by Hugh Johnson in the 1895 Edition of "PRIDE AND PREJUDICE"

When the play was tried out in Washington, D. C., a brilliant first-night audience acclaimed it and critics praised it unanimously as "one that sheds much of the soft, romantic charm of 'The Barretts of Wimpole Street' and one that in its moments of wistful tenderness will revive memories of 'Little Women.'" The play is produced by Max Gordon, who staged "The Great Waltz" and Jo Mielziner has embellished it with magnificent settings and colorful costumes. Described as a "sentimental comedy" with "as fine an all-round cast as has trod the boards in many a season" it promises to be "a hit" on Broadway.

Orchestra seats are \$12.50, \$10.00, \$7.50 and \$5.00 (13th row).

Mezzanine seats are \$7.50, \$5.00 and \$3.30.

Tickets will be assigned in the order in which reservations are received. Please make checks payable to:

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

We need your loyal support more than ever before. The Institute's need for substantial proceeds is urgent. Favorable word from you will be deeply appreciated.

SAILORS' DAY

ABOUT three hundred public and steamship officials, ships' officers, active and unemployed seamen and friends gathered in the *Institute's* Chapel of Our Saviour on Sunday evening, October 27th, to celebrate Sailors' Day, with special recognition of seamen who have risked or lost their lives in the pursuit of their calling on the high seas.

Sailors' Day was observed with Navy Day this year, to emphasize the nation's need for adequate navy and merchant marine personnel. Rear Admiral Reginald R. Belknap, Samuel A. Salvage, L. Gordon Hamersley, Gordon Knox Bell, Kermit Roosevelt, Clarence G. Michalis and Charles S. Haight were the members of the Committee which arranged the Chapel service at the *Institute*.

The Rev. Frederic S. Fleming, D.D., rector of Trinity Parish, New York, and a member of the *Institute's* Board of Managers, preached and the choir of the Church of the Holy Nativity provided special music under the leadership of Mr. James A. McVicker, organist and choirmaster.

In the afternoon, at two o'clock a Sailors' Day program was broadcast by the *Institute* over Station WABC of the Columbia Broadcasting Co. Our Superintendent, the Rev. Harold H. Kelley and Mr. Charles S. Haight, Chairman of the Joint Emergency Committee of Seamen's Welfare Agencies spoke, and a group of seamen, led by an old chanteyman, William Berry, sang sea chanteys.

Distinguished guests at the evening service included: Admiral W. W. Phelps, Gerald Shepherd, Esq. (of the British Consulate), Governor Howard A. Flynn of Sail-

ors' Snug Harbor, Mrs. Archibald R. Mansfield, and Captain John F. Milliken.

In his sermon Dr. Fleming paid tribute to the men of the sea to whom we entrust our lives and merchandise. Selecting his text from the 107th Psalm, the 23rd and 24th verses, he spoke of seafaring as a noble calling akin to that of the priest who is pledged to be a messenger, a watchman and a steward.

"The sailor who has been truly called to the sea, regarding it as a vocation, has the pull of the sea in his bones and in his blood and senses the intimacy and nearness of his Creator. There is a proverb among the sailormen of northern France, who spend six months fishing off the coast of Newfoundland each year: 'Those who do not know how to pray should not go to sea'. As you look through the list of songs of men who 'go down to the sea in ships' you will see songs of thankfulness for safe arrival, and a thankful heart is the basis of all the virtues.

"The whole of civilization is dependent on the fact that there are men of the sea, truly called to it, who devote themselves to it, who dedicate their lives to it. We never pay the sailormen what is right. We never can. We should have an understanding of what his services mean to his fellowmen. We must be conscious of the fact that to him is entrusted the stewardship of souls and the custody of human bodies. The toll of the sea is far beyond our reckoning, for we expect the highest principles of ethics and standards of conduct of these seafarers. Tonight we express gratitude and thanksgiving to the Almighty that there are such men engaged in this magnificent calling."

ABOARD THE "COLLEEN"

CLASSROOM theories are one thing—practical navigation is quite another. Mr. Samuel A. Salvage who is chairman of the Merchant Marine School committee of the *Institute's* Board of Managers decided that our cadets needed an opportunity for practical navigation. Accordingly, he invited a group of them to spend a day aboard his trig yacht *Colleen* cruising on Long Island Sound. Our President, Mr. Michalis, his son, Clarence, and THE LOOKOUT editor were also guests on the outing.

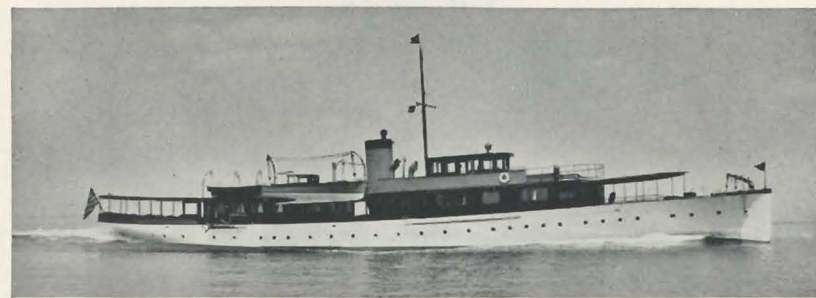
September 30th was the day, and Mr. Salvage met his guests at the New York Yacht Club pier, escorting them in his fast launch to where the *Colleen* lay at anchor. Glorious sunshine contributed to the general enjoyment and the cadets went around admiring the shining brasswork, bright paint and spotless appearance which has earned for the *Colleen* her nickname among yachtsmen as the "Clean". The crew of fourteen took pride in showing the boys around.

The big thrill came when they were given a chance to steer, and learned how difficult it is to keep a ship on a really straight course. When Mr. Salvage goodnaturedly joked them about the "S's" or yaws in the ship's wake, they realized how



Mr. Salvage and Some of the Cadets

different is practical navigation from class room theory! And then the fire drill brought home a few practical points. Mr. Salvage rang in from the pilot house the signal which indicated that the fire was for'd. All the crew rushed to their various posts and in ten seconds full streams of water poured from the fire hose nozzles. Two lifeboats were instantly swung out on each side for immediate use. A few seconds later the chief officer reported: "Fire's out, sir". Mr. Salvage has equipped the *Colleen* with



The Yacht "Colleen"

all devices for the safety of life at sea.

Just before luncheon was announced it was discovered that there would be thirteen to sit at the table! According to sea superstition this could never, never be, so Mr. Salvage tactfully solved the difficulty by asking the boys to draw slips from a hat and the one who drew a certain slip would eat with the crew, thus leaving twelve in the dining room! This was no hardship at all since the same delicious food

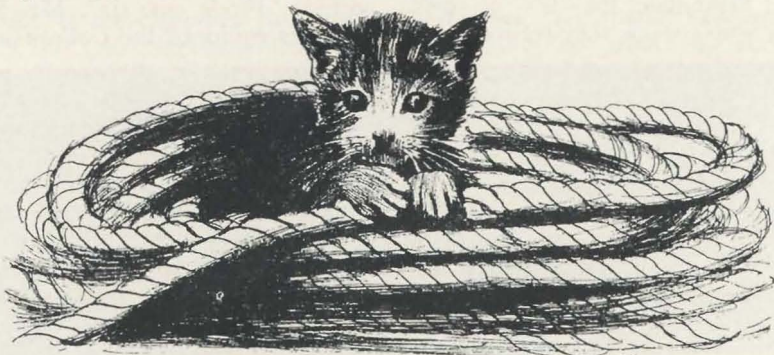
was served to both passengers and crew and the cadet who drew the slip was envied by his fellows.

After luncheon some of the cadets decided it was warm enough to go swimming so the yacht hove to while they enjoyed a dip. Then the *Colleen* squared away for home, up the East River past Hell Gate Bridge and docked at 26th Street. Each cadet shook hands with the genial host, and many remarked that "it was the most wonderful sea trip they had ever had in their whole lives."

MISSIONS TO SEAMEN, LONDON

ALONG the banks of the winding river Thames there is being built a nine-story edifice dedicated to the British merchant seamen. Officially, it will be known as the Missions to Seamen, but it is more familiarly termed by sailors as the "Flying Angel Mission," a term of endearment for an organization with missions in all the far-flung ports of the British Empire. This summer it was the privilege of THE LOOKOUT editor to act as a "good-will ambassador" from the Seamen's Church Institute of New York to the London branch of the famous Missions to Seamen, and to visit the almost-completed building. As it rises above the docks, one can readily visualize how it will look

when completed and can understand how grateful the seamen will be for such a delightful and comfortable shore home. After modest mission homes, this imposing structure will seem a pleasant and a much-needed change. We congratulate our seaman-minded English brethren for their courage and stick-to-itiveness in raising funds and in erecting this building during these trying times. Like our own "25 South Street", it will be graced by a lighthouse tower and a beautiful Cross, shining "seaward and skyward" from this house of Christian service to seamen from all the seven seas without whom world commerce could not exist.



"Luck" of the ROLL AND GO (See Page 12)

SEA CHANTEYS REVIVED ON NEW YORK WATERFRONT

THE lusty, rousing sea chanteys, almost forgotten today, are being revived under the auspices of the Institute. Quartets of unemployed seamen and of professional concert singers have been trained and are now available for clubs and groups desiring such entertainment.

William Berry, an old-time chanter man who actually sang these picturesque old tunes aboard sailing ships, has coached the younger seamen. In order that these chanteys may be preserved for posterity, a fifteen minute phonograph record has been made of the best known songs, "Homeward Bound," "Blow the Man Down," "Away Rio," "Haul on the Bowlin'", "A-Roving," "Hoodah Day," "Rolling Home" and "Lowlands Low," and this is available to clubs and organizations for a rental fee of \$10.00.

When the Institute advertised on its bulletin board for chanter singers, only two could be found out of the thousands entering our building daily who really knew the chanteys and had sung them aboard sailing vessels. At retiring homes and other havens for old salts, a few good shellbacks know the words but are too old to sing them in the vigorous style necessary for raising and lowering sails, trudging around the capstan, weighing anchor or manning the pumps. So it was decided to teach groups of younger "steamship" seamen these beautiful old tunes. For further information regarding these sea chanter programs write to the Rev. Harold H. Kelley, Superintendent of the Seamen's Church Institute of New York, 25 South Street, New York City.

ROTTERDAM

Captain John Van Dulken, master of the *Rotterdam* of the Holland-America Line, received the congratulations of passengers and steamship officials for his expert handling of the mishap which sent his ship on a reef in the West Indies on September 30th. A "de luxe wreck" was the description by the passengers of their experience, with fortunately, no casualties. The 450 passengers were taken off the *Rotterdam* by the British ship *Ariguani* and in Kingston enjoyed a week's vacation at the expense of the Line. The *Volendam* was sent from New

York and brought the passengers here. Had the voyagers been paid boosters of travel, they could not have been more enthusiastic in their praise of the crews and officers of both the grounded *Rotterdam* and of the rescue ship *Ariguani*. Captain Dulken is the second oldest captain of the Holland-America Line, having been in the employ of the Line for thirty-five years, with never a shipwreck or a mishap. THE LOOKOUT heartily commends his skilled seamanship and that of his crew.

NERVES . . .

Seaman Werner J——, survivor of the "*Mohawk*," suffering from nervous shock, urged to return to hospital. His dementia, a result of the disaster, is aggravated by a knee injury for which he refuses treatment.

BIRTHPLACE . . .

An A.B. who had always thought himself to have been born in Puerto Rico learns that he really started life in Egypt and asks help in having his able-bodied seaman's certificate reissued correctly.

Remember the Homeless Sail through our *Holiday Fund*



Reprinted from Van Loon's "Story of Mankind".
In the Cabin of the Mayflower

CARLYLE has somewhere said that a man should put himself at zero, and then reckon every degree ascending from that point as an occasion for thanks. When we compare our lot with that of the average seaman today we have, indeed, much reason to be thankful. For the winds of adversity have blown

heavily upon these seafarers, and if it were not for those who support the *Institute*, many of them would be without food or shelter.

As Thanksgiving Day approaches it may be the only time in the seagoing careers of these men that they will be ashore for the holiday. Ordinarily, they would be aboard freighters or tankers or liners, standing watch and thinking of home somewhere long ago in the dim past.

But these are not ordinary times and so they find themselves without money or jobs, walking the waterfront while the bleak November winds blow in from the sea. Into this dismal picture comes a ray of light—the light brought by those loyal friends who remembered.

SOMEONE always has remembered the homeless sailors in the years gone by, and through our HOLIDAY FUND, turkey dinners, entertainment, music and other festivities of the holiday have brightened the faces and cheered the hearts of hundreds of seamen each and every Thanksgiving and Christmas Day since our building opened in 1913.

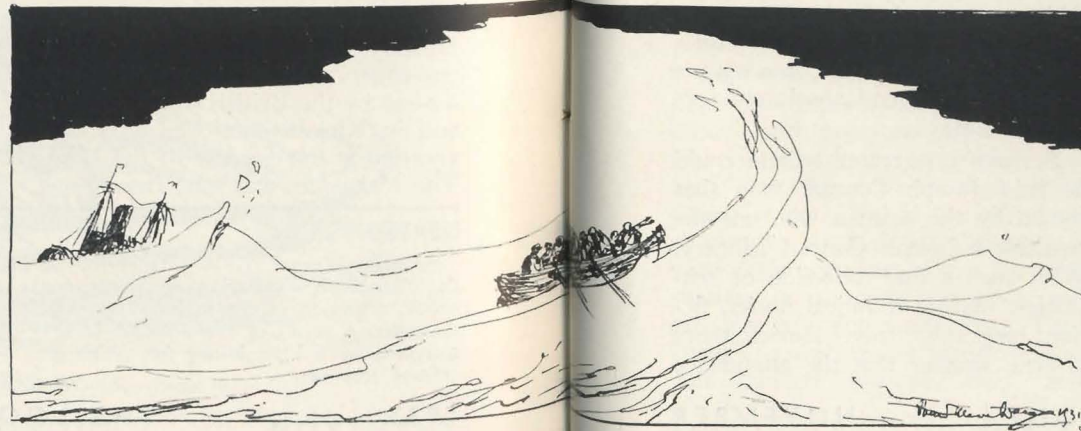
Won't you again be one of those blessed "Someones" who remembers?

Thanksgiving is an American institution, striking deep roots in our traditions. It signifies a reunion of kinship and hospitality, motivated by the spirit of human brotherhood. It is in this fraternal spirit that we celebrate Thanksgiving at the Institute. Won't you join us?

Please make checks payable to: "SEAMEN'S CHURCH INSTITUTE OF NEW YORK" and designate them for the HOLIDAY FUND. Kindly mail to 25 South Street, New York, N. Y.



Drawn especially for the Institute by
Hendrik Willem Van Loon



Drawn especially for the Institute by Hendrik Willem Van Loon

ABOUT JOSEPH CONRAD



Photo by Paul Parker

A Cozy Corner in the Conrad Library

Conrad spent a great deal of time, on and off, in the nursing home due to ill-health. But the first time they were really miles apart was when Joseph Conrad sailed to America on the "Tuscania". Captain David Bone, master of the ship, and his brother Muirhead Bone were in constant company with Conrad. Mr. and Mrs. Frank Doubleday welcomed him to America and at the close of his sojourn accompanied him to Eng-

land. From this time on, Conrad's health failed. He could not finish "Suspense" started some months before, and finally died in August, 1924. Mrs. Conrad was in part consoled by her two sons, Borys, and John, but nothing could fill the great gap left by this irascible genius.

In a few words, Mrs. Conrad at the close of her book, has given us her thought of Joseph Conrad: "He had been to me as much a son as husband. He claimed my care and indulgence in the same manner as the smallest infant would have done. And yet, at the same time, there was that sense of pride in the great achievement, admiration for the volume of work done under difficulties that were unique, in a tongue that was to the end absolutely foreign to him."

Perhaps no greater tribute could be paid Joseph Conrad, than that shown by the seamen who use the Institute's Joseph Conrad Library. With such a fine collection of sea-stories, marine technical books, fiction, biography, travel stories, there is little wonder that the attendance

THE publication of a biography entitled, "Joseph Conrad and his Circle", by Mrs. Jessie Conrad, published by Dutton \$3.75, again focuses attention on that great sea novelist. Konrad Korzeniowski, first a Polish aristocrat and then an officer in the British Merchant Marine, was sailing as chief-officer on the *Torrens* when he met his wife. Known usually as Joseph Conrad, fifteen years her senior, and in rather poor health, he urged that they marry immediately. On their wedding day, Mrs. Conrad's sisters and brothers objected to her leaving home, greatly provoking Joseph Conrad.

Thus, the reader is introduced to a strange but very tender book. It is crowded with amusing incidents, frightening experiences during the war, quarrels between Ford Madox Ford (Hueffer) and Joseph Conrad, and pleasant meetings with many other famous people. The reader is impressed with Mrs. Conrad's self-sacrifice and unselfishness toward Joseph Conrad, revealing an undying devotion. Separations were almost unthinkable, and executed only when absolutely necessary. Mrs.

is continually on the increase. Statistics show that last September there were 1,771 seamen in the Library; this September, 2,292. The Library at present is open from 9:00 A.M. until 8:00 P.M. continuously, and the men appreciate the privilege of being able to come in throughout the day. As would be imagined, the Librarian sees and hears many amusing things. In order that he may take a book out of the Library the seaman must leave a deposit. Not long ago, a young man on relief asked if he could leave his gold watch as security until he finished "Anthony Adverse." An-

other wanted to trust the Librarian with his life-boat ticket, a most precious possession.

Following is a list of books which our seamen have been asking for recently. We hope that *Lookout* readers who own any of these books will be prompted by this notice to send them to our Religious and Social Service Department:

Humphrey Cobb	Paths of Glory
Thorne Smith	Topper
	Topper Takes a Trip
Stephen Zweig	Marie Antoinette
Harry Franck	Roaming Through the West Indies
James Hilton	Without Armour
Russell Owen	South of the Sun
Cugle's	Practical Navigation

A PLAYER PIANO, PLEASE

THURSDAY has come at last, the most eagerly awaited day of the whole week. The apprentices and cadets on the ships which have arrived in the Port of New York in time for the *Institute* dance are congratulating themselves and looking forward with happy anticipation to the evening.

They begin to gather in the Apprentices' Room as early as 7 o'clock, the girls in their pretty frocks arrive, and the dancing begins at 8.30. The music is provided by an electric piano, but we know that it may break down at any minute and we listen anxiously for the first sound of trouble.

Sometimes all goes well and the dance comes to a happy end at 11 o'clock with everyone joining hands in a circle and singing "Auld Lang Syne" at the top of their lusty young voices. But if the old piano chooses to break down, the story is very different. Just when the first shyness is past and the boys and girls are enjoying a rollicking "Paul Jones", suddenly the music stops. The dancers hesitate, stop, and

finally sit down. They wait while the Night Manager gets an engineer up from the engine room with tools and a flash light and the "trouble-shooting" begins. When it is found and the repair is made with a wire or a bit of string, the piano starts again and the dance goes on. But the bright edge of the fun is dulled. And what will happen some Thursday when the piano won't begin again?

Some one will ask why the piano is not kept in repair by replacing broken parts. That is the difficulty. The piano is an obsolete model, the factory has not made that type for years, and they do not have parts on hand for replacement. We can only keep it going by these Rube Goldberg cartoon methods.

We can't afford a pianist or orchestra, there isn't any dance music on the radio on Thursdays before 11 P. M., the room is too large for our Victrola, and so we have to depend entirely on an electric piano. If some kind friend would only give us a serviceable modern instrument!

ONE YEAR ON NEW YORK'S WATERFRONT

by The Rev. Harold H. Kelley (for the Diocesan Bulletin, New York)

MY first inspiring year as Superintendent of the Seamen's Church Institute of New York, at 25 South Street, has multiplied my long admiration for my predecessor, Dr. Mansfield — priest, crusader, organizer, builder. He and his associates builded well in the complete 13-story Institute where the waterfront missionary and social service activities of this Diocese center. Seamen are transient and usually homeless because of their occupation, hence their need for friendly shore headquarters.

The past twelve months stand unique in the Institute's history. Lodging at first about 1,600 men, including approximately 1,200 seamen or former seamen on Federal relief, soon all records were beaten one night, with 1,648 beds occupied. The full program for welfare and recreation was extended to all, and the Institute loaned to the Government its clinic space and equipment, which served about 500 transients, both seamen and landsmen, per day.

All departments of the Institute were of course busier than ever because of the huge population of the building, and the employed staff at times reached 260, a congregation in itself. A friendly, "non-institutional" spirit pervades the building, and seamen, who at sea are necessarily under orders, can here relax and enjoy the informal atmosphere of a real home.

"Mother Roper" helped to make this year unique by rounding out 20 years here, duly celebrated by staff and seamen, crowning 46 years in sailordom. She continues as their beloved confidante and the locator of missing seamen. The Institute's chaplain visits regularly in several



hospitals caring for seamen, including the U. S. Marine Hospitals at Ellis Island and Staten Island, where regular services are held each Sunday. In these services, as well as those in the Institute's beautiful Chapel of Our Saviour, the chaplain and I alternate, thus helping me to keep in personal touch with the seamen. The services are well attended and hearty. Often we have welcomed visiting choirs and clergy from various parishes. Our chapel and those in the hospitals serve also for marriages and funerals, and the Institute is prepared to provide graves for seamen free or for a moderate charge in our own plot on Long Island.

Throughout the year the Institute has encouraged unemployed seamen with special talents and skills to make use of them, and we have been instrumental in marketing their handiwork (ship models, rope belts, marine paintings, ships in bottles and the like) to the general public. This has greatly strengthened their morale. We have also encouraged seamen desirous of improving their

rating to study in our Merchant Marine School, thus making good use of their enforced and prolonged stay ashore.

The year was unique in the unusual number of major shipwrecks. Crew members from three wrecked ships were cared for at the Institute, clothing, telegraph service and other needs being supplied. Thanks to the loyal women of the Central Council of Associations who faithfully knit in behalf of our seamen, we were able also to provide warm sweaters, socks, helmets and mufflers for these stranded crews. Rooms and meals were paid for by the ships' owners.

The full program, unique in the great number of men served, continued into June when the seamen on Federal relief were transferred to Bowery hotels. The Institute could not weather the mounting deficit between its costs and government payment.

Meanwhile with about 500 lodgers per night, the Institute has experienced a return to its normal function, viz. serving active, employable merchant seamen. Our own relief department is caring for from 200 to 300 seamen per night to protect their morale and to steer them to jobs. All seamen coming to the building, including non-lodgers, may enjoy the moving pictures, reading, writing and game rooms, post office, baggage room, and other facilities housed within our four walls.

And now, with the help of our friends, we face the winter. Whatever the future of Federal relief, seamen, many of them destitute, but employable, will need our hospitable care. Fewer men can pay for rooms and meals, and so gifts are imperative to meet the cost of operating the Institute. Never, of course, was it intended that the

building be self-supporting. It is a philanthropy, a character-building agency, not a commercial venture. Unfortunately we labor under a building debt of \$760,000. and need money to clear this and thus free us from the heavy interest payments.

Our service is personal to merchant seamen, always in the mind of Dr. Mansfield and his associates. To the community it is social. The Institute has labored always for good conditions afloat and ashore for seamen, cooperating effectively with ethical and patriotic leaders in the shipping world. It has stood as a bulwark against subversive agitation and is partly responsible for the peace and stability which for years have blessed the Port of New York. Considering the millions lost in wages and business at ports where bitter strife and strikes have occurred, gifts here have proved a good investment.

A great opportunity is now offered in the growing programs for a carefully selected, well trained and certified personnel for the American merchant marine. Ships are intricate machines and require good artisans. Fine work has been done through our own Merchant Marine School, and the Institute as a whole aims for high standards of seamanship.

Entering now my second year, assured of the continued support of Board members and Staff, I earnestly ask the prayers and the constant help of our people of the Diocese. We are your representatives here on the waterfront, your missionaries and social workers, and in serving seamen we are serving not only such as those from whom the Master chose Apostles, but also, as the least of these his brethren, the Master himself.

BOOK REVIEWS

THE BEACH-COMBER

By William McFee

Doubleday Doran Price \$2.50

The experience of many years at sea has made Mr. McFee philosophical, cynical and yet somehow, incorrigibly romantic. This book deals with the love affairs of Captain Sidney Neville and the reader renews acquaintance with Chief Engineer Spenlove, that salty narrator of "The Harbourmaster" and "Captain Mace-doine's Daughter." The scene is a great white liner ploughing its way into languorous southern seas. Mr. McFee draws an unforgettable portrait of the mysterious Athalie Rhys. Once the reader relaxes and resigns himself to the author's verbose style, he will find himself entranced by this strange romance of distant ports.

LUCK OF THE ROLL AND GO

By Ruth and Latrobe Carroll

MacMillan Co. Price \$1.50

Born on the high seas of a seafaring cat family, no kitten could be contented with living a sedate life ashore. So one foggy night this kitten stowed away on the *Roll and Go*, bound for the South Pole. The little stowaway was christened "Luck" and proved an excellent mascot on the expedition. This unusual book is a charming cat and dog story which children and grown-ups will love. They have also presented a vivid picture of adventures in the bleak Antarctic and the interesting things that happen to a ship and its crew traveling over the rim of the world. "Good shots": when "Luck" goes on a catnip bender while ashore in New Zealand and when he battles ferociously with a penguin.

FIRE DOWN BELOW;

The Loss of the *Cartsburn* Clipper

By W. M. Watt

Muller (London) Price 5/-

Told by one of the survivors, this fast moving tale of the disastrous end of the "Cartsburn", is one which no lover of sea stories should miss. She left Dundee, in the spring of 1880, carrying coal to Bombay. All went well until fire broke out. For days a small crew of brave men fought to save the "Cartsburn", but were finally defeated. All hands were saved, but with a great amount of suffering. One understands through this story, the things which have established the glorious traditions of the British Merchant Marine.

RACING THE SEAS

By Ahto Walter and Tom Olsen

Farrar and Rinehart, Inc. Price \$2.75

Ahto Walter, son of an Estonian sea captain, and an occasional visitor to the *Institute*, now only twenty-three years of age, ranks already among the most skillful and experienced skippers of small deep-sea sailing boats. He has completed five voyages across the Atlantic Ocean in ketches or yawls under thirty feet in length. On one of these crossings he was accompanied by Tom Olsen, a young American, and together the two adventurers have written the story of Walter's seafarings. The book is a straightforward sailor's account of life aboard the *Ahto*—of mountainous seas in the Atlantic, of long days in irons in the Sargasso Sea, of sunny southern oceans, of sudden squalls in the Bay of Biscay, of winter in the North Sea, and great storms in the Caribbean.

SEAMEN IN THE MAKING

By E. C. Millington

J. D. Potter, London Price 8/6

The author has written a very interesting history of nautical training in both the British Naval and Merchant services, tracing its development over a great many hundreds of years. He shows that it is not only recently that the importance of having trained men in charge of vessels was recognized. The reader can readily see that the high efficiency attained by Great Britain in her seamanship has been a very important contributing factor in holding the position she now holds on the seas.

THIRTEEN SAILED HOME

By Ken Attiwell and J. O. C. Orton

Macaulay Co. Price \$2.00

This is the story of a four-masted, full rigged, ship *Glorianne* and her crew sailing home from Iquique to Plymouth, England. As the story opens the barque lies becalmed in the doldrums somewhere about the Equator. The heat has been unbearable, the rations were getting alarmingly low, and the tempers of the crew were reaching the mutinous stage. Into this picture comes a pretty girl stowaway adding to the already existing tension. Humor is provided in abundance by the expressions of the various philosophies of life which creep into the conversations of the crew, a crew made up of a diversity of nationalities and intelligences.

Summary of Services Rendered

to Merchant Seamen

by the

SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

From January 1st to

October 1st, 1935



Photo by P. L. Sperr

- 296,562 Lodgings (including relief beds).
- 133,839 Pieces of Baggage handled.
- 931,210 Sales at Soda-Luncheonette and Restaurant.
- 594,160 Federal Relief Meals served.
- 21,937 Patronized Barber, Tailor and Laundry.
- 9,661 Attended 233 Religious Services at Institute and U. S. Marine Hospitals.
- 3,546 Cadets and Seamen attended 303 Lectures in Merchant Marine School; 48 new students enrolled.
- 123,564 Social Service Interviews.
- 11,608 Relief Loans.
- 5,628 Individual Seamen received relief.
- 75,000 Books and magazines distributed.
- 5,033 Pieces of clothing and 1,439 Knitted Articles distributed.
- 370 Treated in Dental, Eye, Ear, Nose and Throat Clinics.
- 111,577 Attended 141 entertainments, moving pictures, athletic activities, concerts and lectures.
- 691 Referred to Hospitals and Clinics.
- 2,885 Apprentices and Cadets entertained in Apprentices' Room.
- 8,096 Barber, Cobbler and Tailor Relief services.
- 239 Missing Seamen found.
- 1,502 Positions procured for Seamen.
- \$155,012 Deposited for 2,443 Seamen in Banks.
- 18,562 Used Joseph Conrad Memorial Library.
- 10,860 Telephone Contacts with Seamen.

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* As this issue of THE LOOKOUT goes to press, word comes of the death of Mr. John S. Rogers, an active and loyal member of the Board of Managers since 1913. We extend deepest sympathy to his widow and children.