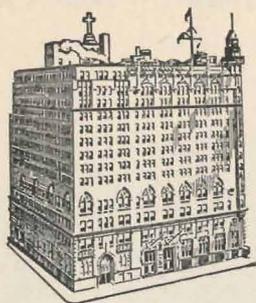


# The LOOKOUT

JULY 1954



SEAMEN'S  
CHURCH  
INSTITUTE  
of NEW YORK



**T**HE 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

VOL. XLV

JULY, 1954

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK  
25 South Street, New York 4, N. Y. BOWling Green 9-2710

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**THE COVER:** This aerial view of Bristol Basin, on the eastern edge of Manhattan, presents a picturesque blend of land and sea transportation. The sailing ship in the center is the former *Annie C. Ross*. The last of our four-masted lumber schooners, she has recently been renamed *Star of the Sea* by the Catholic Sea Cadets who are rejuvenating her. Immediately behind the schooner is the *John W. Brown*, a floating vocational high school operated by New York City.

# The Lookout

VOL. XLV

July, 1954

No. 7



Dr. Hall is greeted in Philadelphia by Lloyd Dalzell, president of the National Council of Seamen's Agencies. In the center is Ricardo Z. Zimmermann, president of the Board of Managers of the Philadelphia Seamen's Church Institute, host to the convention.

## At the Philadelphia Convention

### New Ideas Put Forward

**T**HE creation of an international organization in the field of seamen's welfare was urged by Dr. Raymond S. Hall, Director of the Seamen's Church Institute of New York, in an address to the National Council of Seamen's Agencies meeting June 23-25 in Philadelphia.

Dr. Hall, who recently completed a three-and-one-half-month tour to survey facilities for seamen ashore in the principal ports of Europe, the Middle East and Asia, reported that he found nearly

everywhere a growing consciousness of the need to remedy waterfront conditions. "These are the same conditions," he told the convention, "which brought our individual agencies into existence: cheap waterfront dives, prostitution, crooked boarding houses, crooked hiring practices, loan sharks and confidence men of all descriptions."

Widespread unemployment was cited by Dr. Hall as adding to the peril from subversive elements which have long

sought control of the transportation industry.

Dr. Hall found that an increasing number of governments have realized the seriousness of these conditions and have appointed welfare officers. "Some of these men are doing good work," said Dr. Hall, "while others are political appointments merely holding down a job. Many of those willing to do a job need the experience of the successful ports."

In suggesting the exchange of ideas and assistance through an international organization for seamen's welfare, Dr. Hall observed that the idea was not new; he pointed to the International Labor Organization's resolution passed several years ago expressing such a need. However, labor leaders conferred with by Dr. Hall during his tour expressed the view that the I.L.O. would be glad to cooperate with private agencies leading in the movement.

"The need stands on its own merits," Dr. Hall told the convention, "but even more important is the urgency for action. There are interests in many areas of the world spending time and money in an attempt to control merchant seamen and the ports they serve," he warned. "By the setting up of an international organization we would not only help each other in the field of seamen's welfare, but we could also present a united effort to better port conditions all over the world. More important yet, if the various religious groups could work together, stressing spiritual values, we could do a better job of cleaning up waterfronts and overcome those who are seeking to gain control over seamen and seaports in their push for world domination."

Illustrating the need for international cooperation, Dr. Hall pointed to one Asian

port he visited in which the average length of unemployment for seamen was three to five years. While leading the way out of such a situation, the organization might even help provide relief, he suggested. It might also spark programs to raise funds for remodeling or building new facilities for agencies.

As an eventual goal of such an organization Dr. Hall suggested working toward one strong agency in each port, with the cooperation of church, labor, government and shipping. This agency would be open to seamen of all ratings, races and creeds, providing lodgings and the various needed services in a home-like atmosphere — "a place where men coming together from all over the world would learn to understand and respect each other. Such an agency," suggested Dr. Hall, "would be far more successful in the battle for the minds of men that is being waged all over the world."

Touching on other observations made during his tour, Dr. Hall reported that many agencies were trying to decide

"The need stands on its own merits."



whether or not they should serve beer and liquor. He noted that the most active agencies were the ones that had bar facilities and that in almost every case there was careful supervision, with drunkenness rare. "On the other hand," he said, "you could walk along the waterfront and see many drunks in the honky-tonks — men who would not have been 'three sheets to the wind' had they done their drinking under the right circumstances."

"When a man has been aboard ship for a long time, he wants to let off a little steam," observed Dr. Hall, "and it is far better to let him do so under decent circumstances than to have him visit the local hot spots and get into all kinds of trouble."

Commenting on non-church sponsored agencies, Dr. Hall suggested that interfaith cooperation by church groups could contribute to the effectiveness of their programs. He cited the United Seamen's Service in Casablanca as one place where such a plan was successful.

The distinction drawn by some agencies between officers and unlicensed personnel Dr. Hall felt should be done away with — if only for the practical reason that it resulted in the better facilities serving the fewer men. Such places, he said, were not popular with American seamen.

The Seamen's Church Institute of New York will use the information gained by Dr. Hall in his survey of other agencies in planning improvements in its own facilities for serving merchant seamen.

Another Institute speaker at the Philadelphia convention was Mr. Orian C. Frey, manager of the Department of Special Services, who also serves as secretary of the National Council of Seamen's Agencies.

As a means of heightening the effectiveness of the various agencies through broader contact with seamen, Mr. Frey suggested the possibility of having one or two agency representatives live and sail with a ship's crew. While in no way entering into questions between officers and seamen or between employers and labor organizations, these carefully se-



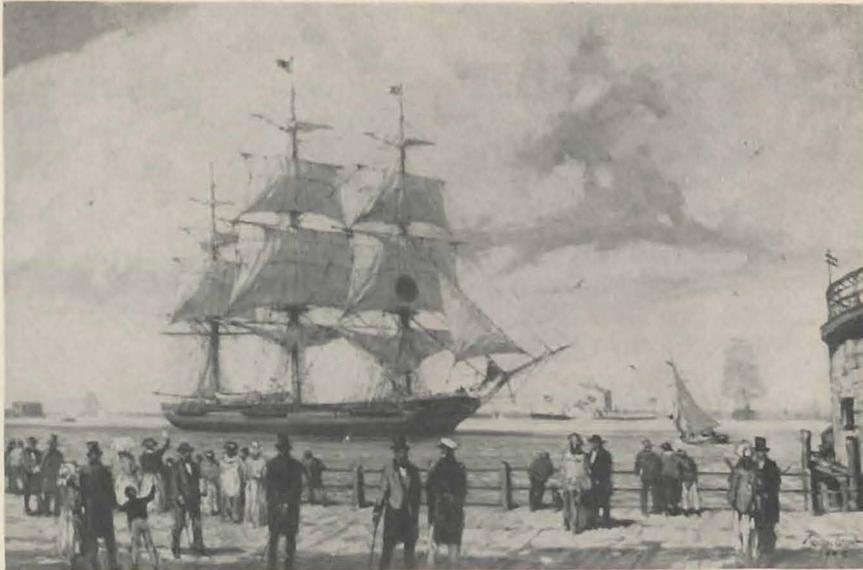
Orian C. Frey, manager of the Institute's Department of Special Services.

lected and trained agency representatives would be provided with a wide range of materials and equipment to guarantee their becoming useful members of the ship's company (short wave radio, record player and library, games, magazines, writing materials, etc.).

"There would be an opportunity to form friendships and become known 'man to man' by the crew," said Mr. Frey. "By doing things of immediate value for the seaman, the gap between him and the counselor would be more readily bridged and the way would be opened for doing an effective job of personal service, not only on the ship but by introducing him to the more extensive services of the agency ashore."

Mr. Frey has been on the staff of the Seamen's Church Institute of New York since 1935.

Host to the convention was the Seamen's Church Institute of Philadelphia, which this year is celebrating its centennial as an agency serving seafarers in that port city.



A "Black Baller" of 1829 passing the Battery

From the painting by Gordon Grant,  
courtesy The Seamen's Bank for Savings

## In the Grant Manner

A REAL pleasure for the lover of things marine is the current exhibit of oil paintings, watercolors, lithographs and drypoints by Gordon Grant at the Museum of the City of New York, Fifth Avenue and 103rd Street. Open free to the public through September 1954, this show has about fifty pieces in all, each executed with the bold accuracy that has become Grant's trademark.

Unlike the amateur who is "on the outside looking in," Gordon Grant paints from an extensive knowledge of ships and the sea; he knows where the "bones" are, and his work has that organic soundness needed to shape life on canvas. On seeing Grant's work, one understands why painting has survived the camera, which is also "on the outside looking in." There are few men left to render square riggers in the Grant manner, for most of the old-timers with first-hand impressions of them have now gone out on the tide.

One large oil in the Marine Gallery exhibit shows the historic clipper *Rain-*

*bow* passing Castle Garden. Designed by John Willis Griffiths and built at Corlears Hook on the East River, the 750-ton vessel was a sharp departure from the ships that had preceded her. With towering masts and an enormous spread of sail, the *Rainbow* was the first extreme clipper—the forerunner of the *Flying Cloud*, the *Dreadnought*, the *Great Republic*, the *Northern Light* and others of the greyhound breed. Gordon Grant's painting presents the new clipper lines strikingly: the ingratiating concave of the lengthened bow, the forward hull gracefully trimmed of the "bullishness" then conventional, the sweetened curve of the stern.

Another historical oil shows a "Black Baller" of 1829 passing the Battery at the tip of Manhattan. Distinguished by the large black ball painted on the foretopsail of its ships, the Black Ball Line inaugurated the first regularly scheduled sailings between New York and Liverpool. A group of New York merchants formed the line in 1818.

Grant's confident handling of his subject matter stands out best in watercolor, a medium that will tolerate no fumbling. Examined closely, his brushwork seems naive and artless, but at the proper viewing distance the strokes are bonded in effects of uncanny accuracy. One dramatic watercolor, "Rain Squall," which shows a watch turning to with their weather gear, tempts the beholder to squint against the driving bluster of the rain in order to make out the figures.

The twenty-odd lithographs and drypoints in the show deal with a wide variety of marine subjects in many different moods: romantic, dramatic, nostalgic, heroic, comic.

Born in San Francisco in 1875 of Highland Scottish ancestry, Gordon Grant's first brush with the sea came with a Cape Horn passage on the *City of Madras* bound for Scotland, where his father sent him to develop the flair for drawing which the boy manifested at an early age. Included in the Grant exhibition at the New York Museum is a photograph of the *City of Madras* and the log book which the artist kept during that

first voyage. A pencil sketch of the vessel in his log book is one of Grant's earliest drawings of ships. On this Cape Horn passage, though he was berthed in the after cabin under the watchful eye of the captain, he spent many evenings in the half deck with four "brass bound" apprentices scarcely older than himself.

Recalling his trip on that three-masted full-rigger, Grant remarks, "What that voyage did to an imaginative youngster was not long in manifesting itself, for when my art training began, the salt in me came out and a stored-up fund of impressions has served me well through the subsequent years of painting the sea and sailors."

One of the founders of the Ship Model Society which later became the Marine Museum of the City of New York, Gordon Grant has served the Marine Museum in various capacities as vice-president and curator.

In the chapel at the Seamen's Church Institute of New York one of his finest seascapes forms an appropriate altar painting.

— TOM BAAB

The Rainbow passing Castle Garden

From the painting by Gordon Grant,  
courtesy The Seamen's Bank for Savings



## UNCERTAIN EMPRESS

Salvage operations on the *Empress of Canada*, which burned and sank in England eighteen months ago, are going slowly and expensively forward. To date more than \$1,000,000 has been spent in righting the gutted vessel and making her seaworthy enough to be seen by prospective buyers. Shipping firms of various European nations have expressed interest in the vessel.

But the *Empress* is not out of the woods yet, for British scrap dealers are also interested in her.

## A DEEPER TRY

The New England lobster trade may get a badly needed shot-in-the-arm by turning to deep-sea trawling for the crustaceans.

A favorable report on the operations of the dragger *Sea Hawk*, converted recently into a lobstering vessel, has prompted fish buyers of the New Bedford area to promise a market in hopes of reviving the flagging lobster trade.

The old grounds southeast of Cape Cod are now unproductive, their failure due possibly to changes in water temperatures in the area.

## SAVED

A bill to restore five of the Navy's historic ships, among them the *Constitution* and the *Constellation*, has now been approved by both the House and the Senate Armed Services Committee.

Under the measure, the *Constitution* is to be maintained at Boston, and the *Constellation* is to be towed to Baltimore, where a Maryland committee has agreed

to restore and preserve it. The *Hartford*, Farragut's Civil War flagship, now at Norfolk, has similarly been bid for by a group from Mobile, Alabama.

The *Olympia*, Dewey's flagship, and the *Oregon*, another Spanish-American War veteran, are to be held by the Navy for six months and then scrapped if no private groups offer to preserve them.

## WHO WILL BUY?

U.S. ship construction in private yards has now reached its lowest point of the past three years, according to the latest report by the Shipbuilders Council of America.

While listing twenty-four ships, totaling 354,000 gross tons, as still to be completed, the Council again reported that there had been no new construction contracts. As far as such contracts are concerned, the industry has drawn a blank for nearly two years. What will happen after the completion of current work is anybody's guess.

## TRAGIC FOOTNOTE

A grim follow-up of last month's LOOKOUT item on the sailing of the icebreaker *Westwind* on its annual patrol of Arctic weather and radar stations is a report from the Coast Guard that Commander Paul A. Ortman, executive officer of the vessel, has since been killed in a helicopter accident which also took the life of Navy pilot George E. Eiswald.

Commander Ortman and Lt. Eiswald were observing a water lead (an opening) in the ice about a mile ahead of the *Westwind* when mechanical failure plunged the aircraft upside down into the 26°

water. The pilot was killed outright and Commander Ortman died of exposure before the icebreaker could reach him.

Commander Joseph Mazzotta, former commanding officer of the Coast Guard Moorings, Pier 9, East River, has been flown to Thule, Greenland, to take command of the *Westwind*.

## PLANET À LA OCEAN

If the thick clouds shrouding the planet Venus contain water vapor, like ours on earth do, it then follows that oceans cover all of that planet, according to a theory advanced by two Harvard scientists at the last meeting of the American Astronomical Society.

The atmosphere on Venus is proved by spectroscopic studies to be loaded with carbon dioxide; Drs. Menzel and Whipple reason that damp protruding rocks would absorb practically all of this gas, and therefore they conclude that the oceans prevail over all. — Which leaves us wondering how those who aren't sailors make a living on that truly maritime planet.

## DAY AND NIGHT

Since forty per cent of the vessels needing quarantine inspection arrive in New York after the U. S. Public Health Service inspectors have shut down for the night, marine interests here are pleased at the prospect of a round-the-clock schedule for clearing quarantine.

Under a measure recently passed by the House, shipping companies will have the privilege of rousing the quarantine inspectors during the night and then picking up the overtime tab.

## EASY DOES IT

If you've always wanted to go diving for sunken treasure, but never quite got around to it, you'll be interested in the scheme of three entrepreneurs in Atlantic City.

Under the corporation title "Vacation Expeditions" they will operate a fifty-ton diesel auxiliary along the Jersey and Delaware shore, pausing at abandoned hulks to look for treasure. A "guest crew" of fourteen on the weekly trips will each pay \$125 to help operate the ship, to fish, to visit the ports and dive all they want. The passengers will cash in on the treasure found.

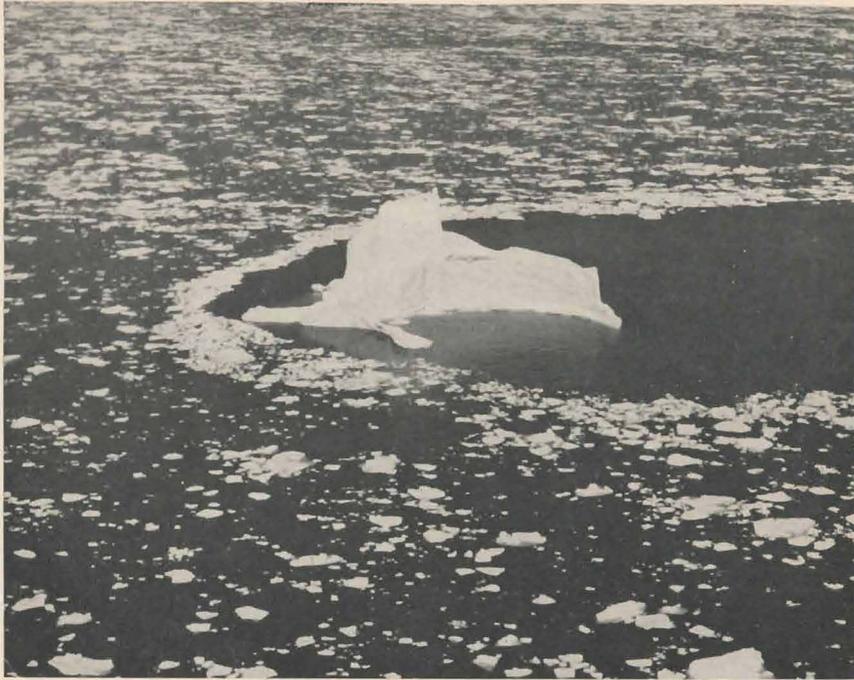
The address is 1110 Atlantic Avenue, Atlantic City, caveat emptor.

## KINGS POINT

As a result of favorable action by a House subcommittee, the U. S. Merchant Marine Academy at Kings Point is now a step nearer to a place under the same financial sun that shines on West Point and Annapolis.

Created under the authority of the 1936 Merchant Marine Act, Kings Point has always depended upon an annual dole from Congress. The measure sponsored by Senators Wiley, Ives and Lehman would make the Academy a permanent institution maintained under the Secretary of Commerce.

In opposing the argument that the state maritime academies operated by New York, Massachusetts, Maine and California are adequate suppliers of officer personnel for the shipping industry, Kings Point supporters take the position that national defense considerations properly bring merchant marine officer training into the Federal domain.



U. S. Coast Guard photo

The floe ice paying court to this dazzling beauty is majestically rebuffed.

On These Warm Days . . .

## Consider the Iceberg

**I**N THE spirit of doing something about July's hot weather, the reader is invited to a brief contemplation of icebergs. We will not recite the facts of the *Titanic* disaster, nor will we sweat through the dreary age when glaciers now long gone raked across North America. Instead, for quick relief we will skate right to the western shores of Greenland, whose sparkling peaks pile up the trillions of tons of ice needed for each year's crop of ten to fifteen thousand bergs.

Squelched by its own fantastic weight, the ice forms into glaciers and sneaks relentlessly down the ragged valleys toward a new birth of freedom in the crystal waters of Baffin Bay. The glacier runs a ponderous arm down a fjord, gouging along the sea floor into ever deeper water until the buoyancy of the projected ice

causes it to crunch free of the glacial mass. This process is called "calving." It is one of Nature's great dramas, with a fearsome, crackling roar describing the birth pangs. The freed iceberg surges to the surface, spilling tons of icewater over its shoulders as it gropes for its floating position. Glacial ice has to displace roughly seven cubic yards of sea water in order to float one cubic yard of its own bulk above the surface.

Depending on the size and shape of its "hull" the new frozen galleon may run its masthead as far as 500 feet into the air. Actually, though, our ice ship will not respond very well to the wind pressing on its alabaster sheets, for she is seven times more responsive to water pressures on her keel. Caught in the undercurrents that exist at greater depths,

an iceberg can ignore wind and tides to crash through miles of floe ice on the surface. Cunning ship masters on Arctic explorations have often tied to the lee of such a cruising berg and worked their vessels through impassable areas.

Icebergs aspiring to reach the North Atlantic shipping lanes must travel nearly 2,000 miles from their Greenland birth-places, drifting south via the Labrador Current. This trip may take as long as two years. Naturally, by the time an iceberg is being kissed by the Gulf Stream, it isn't quite the berg it used to be. However, icebergs as tall as 200 feet have been sighted as far south as 39°N. During this past May, a disturbing number of bergs rode the cold undercurrents way into the southernmost of the three regular North Atlantic shipping lanes, causing many liners to detour. Air-sea vigilance over the movements of these menaces is maintained by the U. S. Coast Guard's International Ice Patrol.

In making the long trip south an iceberg may change its floating position several times, owing to the fact that the melting and wearing away of the "sunny side" causes the berg's center of gravity to shift. Ten miles is an average daily drift for ice masses, but under the right conditions icebergs can step out and cover thirty or forty miles in one day.

In the Arctic there are 800,000 miles of ice-covered islands, with Greenland comprising 90 per cent. Twenty glaciers on her western shores serve as the maternity wards for virtually all the icebergs that concern North Atlantic shipping.

Whenever icebergs threaten the shipping lanes, their locations and movements are checked twice daily by the Coast Guard and radioed to ship navigators in the area.

Occasionally, one of Greenland's fertile glaciers will spew a truly monstrous berg into the sea. In 1894 one appeared in the vicinity of St. Johns, Newfoundland that towered 700 feet above the water. Its base area was estimated at ten or twelve acres, making it compare with the largest of Egypt's pyramids.

A glacier's productivity depends, of course, on its size and the rate at which it is sliding into the sea. The Jakobshavn, still one of Greenland's best, was rated in 1875 as having an average daily movement of sixty-five feet, with an annual iceberg output of between three and six billion cubic yards. A box a mile long, a mile wide and a mile high would hold about half that much.

Many of these bergs carry some of Greenland with them, soil, rocks, debris that gets scooped up and frozen into the glacial mass. As the iceberg drifts southward it gradually melts, freeing the earth particles and "tracking up" the ocean floor. This phenomenon accounts for the presence of geological specimens that simply don't belong where they are sometimes found by oceanographers.

Considered among other land areas of similar latitude, Greenland has something of a monopoly in the iceberg business of the Northern Hemisphere. Due to

U. S. Coast Guard photo



exceptional climatic conditions she has been able to maintain herself in a glacial way long after other regions have warmed up to life.

Ice is also found in the oceans in other less dramatic forms than icebergs. Smaller low-lying chunks of glacial ice are called growlers, the name probably arising from the noise of their genesis. Growlers are often tumbled from the top of glacial masses entering the sea. Sometimes they are splintered off icebergs. Bergs themselves, worn to a nubbin, may also inherit this lower-caste term.

Sea ice, or field ice, is formed by the freezing of sea water itself. A curious fact in connection with sea ice is that it has none of the brine of the salt-laden waters on which it forms. Some salinity may remain in ice that forms at temperatures below 17°F, since rapid freezing traps traces of brine in the ice. However, as the ice "weathers" this brine will also work its way out, leaving the old ice sweet and drinkable when melted, as stranded seamen and airmen have had

occasion to discover. Pools of fresh water may form on field ice being warmed by a bright sun. Sea ice six months old is recommended as a reliable vintage.

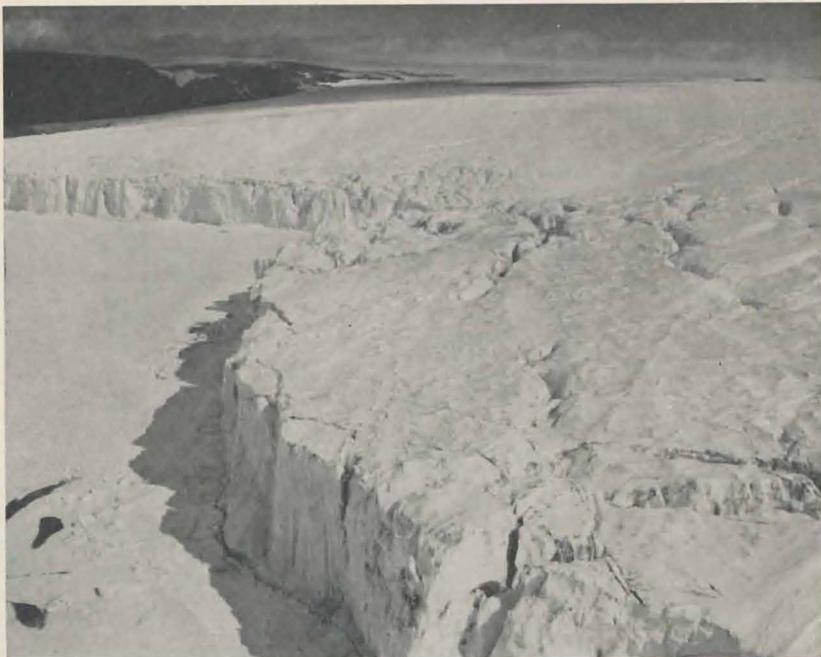
If we have now been cooled long enough by the icy North to suffer a quick trip across the equator, we might climax our adventure by sliding down any handy meridian to reach the South Pole. Here we have ice and not much else — no offense to the penguins. Antarctica is decked with 5,000,000 square miles of it. And the continent in turn is surrounded by a ring of pack ice that in the winter comes up as far as the 60th parallel of south latitude.

In this fantastic world, tabular icebergs have been sighted that have an area the size of Maryland! It so happens that shipping interests are not much affected by the Southern bergs, so the world pays them scant attention. However, on these hot July days one can't help thinking that just one of such large ice chunks would cool an awful lot of lemonade.

— TOM BAAB

Below is a five-mile view of the face of Greenland's Pettitwick Glacier. The ice wall in the foreground shadow is 200 feet high.

U. S. Coast Guard photo



Italian Line photo

The *Cristoforo Colombo*, Italy's newest and fastest.

## Doria's Sister

THE 29,100-ton S.S. *Cristoforo Colombo*, welcomed July 24th in New York on her maiden voyage, represents a significant addition to Italy's merchant marine, which has made a phenomenal recovery from its World War II losses.

The new *Cristoforo Colombo*, like her sistership *Andrea Doria*, is named after a famous Italian sea captain — a fact which needs little telling, for if American grammar schools impart two facts, certainly one of them is that Columbus discovered America. Later on, of course, we are told with all gentleness that this ain't quite so.

Except for her interior decoration, which exploits the life and times of Columbus, the new luxury liner is a perfect copy of the *Andrea Doria*; perhaps not quite perfect, since she exceeded the *Doria's* speed mark by 4/10 of a knot to set the pace for Italy's post-war merchant ships with a speed of 26.637 knots. Both ships will cruise at 23 knots to make the New York-Italy crossing in eight days.

With a crew of 580, the completely air-

conditioned *Cristoforo Colombo* carries 1248 passengers: 225 first class, 320 cabin class, and 703 tourist. Class distinctions on the *Colombo*, as on the *Doria*, are somewhat ameliorated by the fact that each class has a swimming pool — no mean contribution to democracy. Plying the same sunny southern route as her sistership, the new vessel will call regularly at Cannes, on the French Riviera, Naples and Gibraltar on both east and westbound crossings, linking North America to Europe via these main Mediterranean ports.

Master of the new ship will be Captain Pasquale Pezzuto, who has also commanded the *Vulcania*, the *Conte Biancamano* and the *Andrea Doria* in the transatlantic service.

An agency agreement with American Export Lines was recently terminated, and the Italian Line has now established its own new headquarters in the Battery Park Building, 24 State Street. Regional branch offices have been opened in Chicago, Toronto and Montreal.



In a specialty number, girls from the Marsh & McLennan Glee Club prove "You Can't Get a Man with a Gun."

The men, meanwhile, raise their voices above their beer mugs, and vice versa.

## Singing for Fun



Photos by Olson

THE annual "Spring Sing" of the Marsh & McLennan Glee Club was staged this year in the auditorium of the Seamen's Church Institute. Composed of forty voices from the insurance firm's large staff, the Glee Club gave a noon-hour performance June 4th and did a much-applauded repeat on the evening of June 18th for the enjoyment of seamen at the Institute. Both performances were very well attended.

Leading off with the Rogers and Hammerstein number, "Keep It Gay," the choristers delivered a program that was lively, varied and good enough to seem too short. Several of the songs were really production numbers, complete with props, costumes and mild choreography. Romberg's "Drinking Song" from *The Student Prince* was done up brown, with a cardboard barrel and much flourishing of beer mugs. An all-girl group sporting stetsons and six-shooters sang convincingly "You Can't Get a Man with a Gun."

The program was climaxed by a powerful arrangement of the ever-stirring "Battle Hymn of the Republic," in which the audience added its voice to swell the closing crescendo.

Singing with a zest that can only come from people who are enjoying themselves, the Glee Club did an almost professional job with arrangements that were at times highly intricate. For their success, they owe much to enthusiastic practice, according to the group's director, Mr. George Hensler. They sing once a week, during the noon hour, from September through June in order to be in trim for their Christmas program and their Spring Sing — the only performances they give (which seems a shame).

Attendance at the practice sessions is excellent. "Only the most pressing business commitments ever keep anyone away," says Mr. Hensler, "and with the good singers present to set the right example for the beginners, the numbers are mastered quite readily."

In this age of "piped-in" music which has made passive blobs of most Americans, it is heartening to find a group of people embarked energetically on a project of entertaining themselves and their friends. For aiding and abetting the group, the firm of Marsh & McLennan deserves the reward that improved personnel relations will bring.

## OLD SEA CAPTAIN

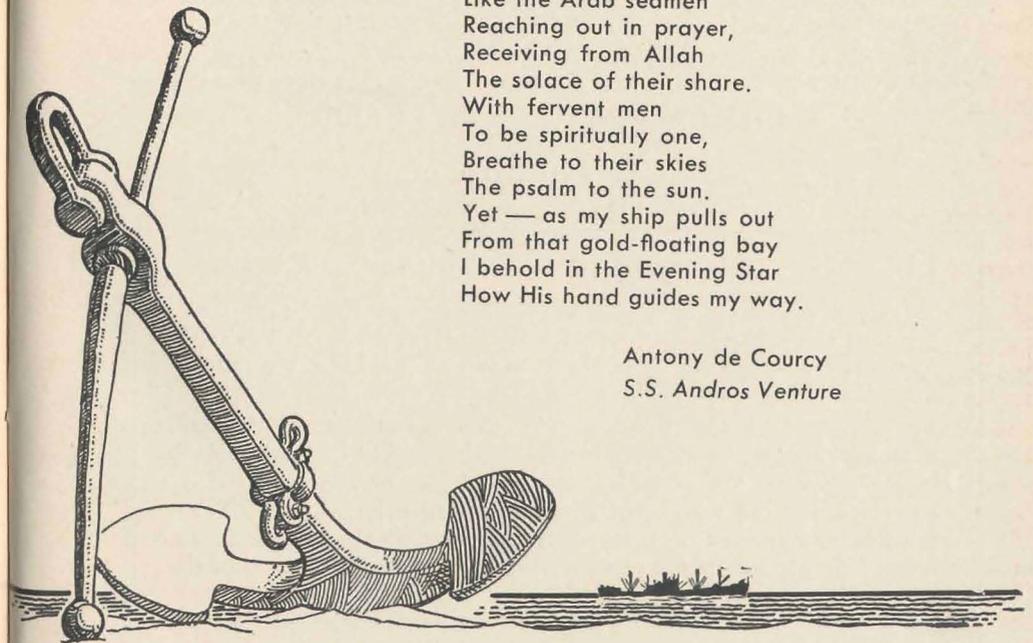
In passing, there was that about him made  
You want to stop and talk with him of ships  
And tides. You thought of tropic seas, of jade,  
Of coral reefs and temple bells. Your lips  
Felt sea wind's fire, and salt spray stung your eyes.  
He must have known the name of every star!  
And sensed his kinship with each gull that flies  
In wake of outbound ships that sail far . . . far.  
The years had heaped their snow upon his hair.  
Do these old eyes pierce an imagined fog  
To sight some Eden land, long lost and fair?  
Not writ as yet on any captain's log . . .  
A Shang-ri-la that only he could find  
On dream ships plying oceans of his mind.

Adelaide Long Lawson

## A PERSIAN GULF SUNSET

That I could discard  
In a turban unwound  
My material self,  
Loose time and sound  
Like the Arab seamen  
Reaching out in prayer,  
Receiving from Allah  
The solace of their share.  
With fervent men  
To be spiritually one,  
Breathe to their skies  
The psalm to the sun,  
Yet — as my ship pulls out  
From that gold-floating bay  
I behold in the Evening Star  
How His hand guides my way.

Antony de Courcy  
S.S. Andros Venture



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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 of .....Dollars."

Note that the words "**of New York**" are a part of our title. If land or any specific property such as bonds, stocks, etc., is given, a brief description of the property should be inserted instead of the words, "the sum of.....Dollars."

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