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MARCH, 1937

The LOOKOUT



SEAMEN'S CHURCH INSTITUTE OF NEW YORK

The photograph reproduced on this Month's Cover is entitled "Shooting the Sun." It was taken aboard the United States Liner "Manhattan."

The
LOOKOUT

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OF NEW YORK
25 South Street

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.

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Flood Rescuers

HAGGARD and drawn from long stretches of 38 and 40 hours at the boats, 165 merchant seamen returned to New York from Louisville, Kentucky where they had been assisting in flood rescue work. Forty of these men were brought to the Institute in almost the same predicament as the unfortunate flood sufferers whom they had hastened to help; without food, clothing and shelter. Fortunately, the Institute's "Slop Chest" came to their rescue, and after a hot meal, they were all sent to bed in private rooms on the 9th floor where they enjoyed a well-deserved and much-needed sleep.

The generous nature of our seamen expressed itself when the call came on January 25th for seamen volunteers to operate small boats in the stricken flood areas. Hundreds of seafarers immediately volunteered to go, almost swamping the Institute's telephone operators and Employment Bureau. There was no question of wages, overtime or any personal gain. They responded in the traditional way of men of the sea: the first to help, the last to leave. After the special train departed with 192 carefully selected able-bodied seamen, there were many disappointed ones left behind, who had been so eager to help in this national emergency.

When one considers the fact that most of these men have been on the beach for over three months waiting for the marine strike to get over so that they might go back to their ships, and again be self-supporting, and then when the strike was over,

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Three of the 165 seamen who arrived at Pennsylvania station after their volunteer service in the flood relief area — Brian Murphy, wrapped in blankets and himself needing a doctor's help; behind him, Charles Roden, and at right Walter Ziff, with an injured leg.

and jobs, with pay, again available, they chose even though stony broke, to go to flood relief work—one begins to realize that in a seaman's make-up is a strange unselfishness that landmen admire, but do not quite understand.

Their labors completed in the stricken area, the seamen were sent back to New York, 12 of their number were in need of hospital care, and three were injured. They told of rescuing eight nuns from a convent. The current was tremendous, but they managed to pull them all safely into a boat. They also rescued a crippled boy and two little girls who had put out in a leaky skiff. At a street crossing they struck a cross

(Continued on Page 3)

Monuments in Battery Park and South Street

A BALMY winter day provides an excellent excuse for exploring Battery Park and environs. In fact, it might be a good idea to read the inscriptions on the various monuments dotting the Park and find out what they're all about:

To the west of the Barge Office, against a background of cedar trees, is a memorial to "wireless operators lost at sea at the post of duty." Just in back of a little fountain are two stone benches on which the names of the radio operators appear. The first name is that of Jack Phillips, who on April 15, 1912 sent the tragic SOS announcing that the TITANIC had struck an iceberg on her maiden voyage. This monument was unveiled in May, 1915, by Acting Mayor George McAneny.

The newest monument in Battery Park is that dedicated to John Wolfe Ambrose, civic leader who fought for a deeper and wider entrance to New York Harbor, and in whose honor Ambrose Channel is named. A bronze bust of this notable man is set in a niche in a granite monument against the wall of the Aquarium overlooking the harbor and channel. This was given by his daughter, Mrs. George Frederick Shady of New York, with appropriate outdoor dedication ceremonies, followed by a reception at the Institute.

On the west wall of the Barge Office is a bronze bas-relief tablet in memory of the 26 men of the U.S.S. President Lincoln which was sunk by the German submarine U 90, on May 31, 1918. Just north of the Barge Office is a 50-inch pre-Revolutionary cannon, placed there in 1914 by the City History Club.

It had been exhumed from 55 Broadway.

A colossal bust, in bronze, of the Florentine explorer, Giovanni da Verrazzano, modelled by Ettore Ximenes, has this inscription: "There can be no doubt whatever as to Verrazzano's entering New York harbor in 1524"—John Fiske. This was erected by patriotic Italians at the time of the Hudson-Fulton celebration in 1909.

On the sea-wall promenade is a bronze tablet placed there in 1921 "by the citizens of the lower East Side" to commemorate 288 "brave sons of the lower East Side of Old New York who gave their lives in the World War in answer to the call of their country."

Near by is a 161 foot flagstaff which was once the mast of the yacht "Constitution," built to defend the America's Cup. This replaced the pole that was climbed on Evacuation Day, November 25, 1782, when the British officers left Battery Park. The staff is also unique because it carries the largest official American flag in this country (forty by sixty foot).

Near the Aquarium is another flagstaff with the flag of the City of New York flying from the peak (gaff). It is the gift of the Dutch people in Holland. A high relief depicts Minuit buying Manhattan Island from the Indians in return for a bit of wampum. At the unveiling of this flagstaff on December 6, 1926, the weather was so cold that the musicians of the municipal band had to sit in taxicabs while they played the American and Dutch national anthems.

A bronze figure of John Ericsson, sculptured by Jonathan Hartley, faces the harbor. He carries in his left hand a model of the Monitor, and a bronze relief, one of four by F. E. Wallis, shows the Monitor battling with the ironhulled Merrimac. This was unveiled in 1903, 100 years after Ericsson's birth.

Over in Bowling Green park is a monument facing the Custom House, depicting Chief Justice Abraham de Peyster, an important figure in the early life of this city, who died in 1728. The statue, modelled by George E. Bissell, was unveiled in 1896.

Proceeding over toward the East

River, one finds Jeannette Park, where a bandstand was erected in 1923 by Seamen's Church Institute of New York and presented to the City. Marble dolphins, once white but now grimy with East River dirt and smoke, adorn the proscenium, the work of the sculptor Albert Stewart. A tablet reads:

"In Remembrance of the Officers and Men of the Merchant Marine,
Who, in the World War of 1914-1918, without fervor of battle or privilege of fame, went down to the sea and endured all things.

* *
They made victory possible
and
Were great without glory."

Flood Rescuers

(Continued from Page 1)

current and the boat was thrown against a telephone pole so hard that it broke in half.

We are glad to have been able to extend the Institute's customary hospitality to stranded mariners.

Perhaps the most tragic circumstances in connection with the rescue work was the taking of food to St. Helen's, a suburb of Louisville which is the Alms House, where there were several hundred old men and women in a room all huddled together for warmth. The seamen brought them food, bread, milk and other necessities. They also rescued a woman in a pregnant condition from the second story of a house, and before they could reach dry land her child was delivered in the boat. Many infants in arms were taken from second and third story windows and wrapped in blankets by the crews. The men were all suffering from a severe strain because of these experiences and the reaction set in when they got back to New York.

Book Review

"SALVAGE"

By Roger Verce

Trans. from the French by
Warre Bradley Wells

Harpers, N. Y. 1936. Price: \$2.50

"Salvage" is a vigorous story of the life of seamen engaged in the strenuous work of rescuing disabled vessels. Captain Renaud of the super-tug "Cyclone" had fired forty men before he was satisfied that his crew was reliable enough always to be on hand for the expected SOS. When it came, in the middle of the night, men and ship were ready. The account of the storm which they had to fight, of the misfortunes which seemed bent to destroy their own ship, and of the ingratitude of the disabled freighter's captain is one of the strongest pieces of writing this reader has found in all sea literature. The novel as a whole lets one down slightly at the end as the secondary theme dealing with the conflict in the captain's feelings towards his invalid wife seems to lack the convincing quality of the rest of the book. "Salvage" is, however, a very real contribution to sea literature.

A. W. C.

Marine Museum



A view of the Museum showing the Figurehead of President Andrew Jackson.

FOND parents who find themselves unable to answer questions of their offspring when they pertain to ships, can easily solve this problem by taking their youngsters on a visit to the Marine Museum. This fascinating place is located in the Museum of the City of New York, at 103rd Street and Fifth Avenue, and it should be compulsory for all New Yorkers to visit it to learn why this is such a great seaport. Here, the curiosity of sea-minded youths and adults may be satisfied. Here, you may wander in and out among the cases of ship models — hundreds of them — and here you may gaze upon paintings of famous ships of yesteryear.

This unique museum traces the development of shipping in the Port of New York—and it is all planned from a New Yorker's point of view. Old, long forgotten vessels which were once familiar sights in the

harbor such as the Hudson River lighters, are on exhibition. You may see a model of the first craft—apart from Indian canoes—ever built in New York—the yacht “Onrust,”—in 1613. It has a curious history and explains how Block Island got its name: In the autumn of 1613 the “Tiger,” a Dutch vessel owned by Adrian Block, caught fire while at anchor in Manhattan harbor and was damaged beyond repair. It was too late in the season to expect another vessel from Holland, so Block and his crew were compelled to rely on help from the Indians. Rude

huts were built for dwellings and then a smaller vessel was built to replace the “Tiger”—a considerable part of her stores, fittings, rigging and sails having been saved. Constructed on a sandy beach on the North River near the foot of Rector Street, not far from Trinity Church's site, after a winter of great suffering from cold they were ready by Spring to launch the vessel. Christened the yacht “Onrust,” she was of 16 tons burden, 44 ft. 6 in. on deck; 38 ft. on keel; 11 ft. 6 in. beam. When ready for sea, Skipper Block sailed on an exploring expedition through Hell Gate and Long Island Sound, and discovered an island, which bears his name to this day: Block Island. Six years before the Mayflower anchored in Plymouth Harbor, Block visited the unsettled shores of Massachusetts Bay. Later, he sailed for Holland with a cargo of furs, but history does not tell us what became of the little vessel.

Another old-time vessel on exhibition is a Hudson River sloop, the gift of Irving R. Wiles. These sloops were used in 1870 as passenger and cargo vessels. When steamers and railroads came into general use, the passenger trade dropped off, but freight was still carried on such vessels for many years. We also saw a model of the famous old paddle-wheel steamer, “Mary Powell,” Queen of the Hudson in 1860. The model was presented by Josephine Allison, daughter of the builder, M. S. Allison. Seasoned Manhattanites will recall the days when this vessel was a familiar sight on the Hudson River.

Still another relic of the past is a model of the tender, “J. Hooker Hamersley,” presented by Mr. L. Gordon Hamersley, of the Institute's Board of Managers. The original of this model had been given to the Seamen's Church Institute of New York in memory of, and named for, his father, who had also served on the Board and was used by the marine engineering and navigation school from 1915 to 1920 and for the transportation of apprentices and

seamen. The Institute previously had had a boat called “The Sentinel,” which used to meet the ships in the early part of this century and transport the crews safely ashore, thus protecting them from the crimps and landsharks who boarded incoming vessels with a view to luring sailors to the boarding houses that infested the waterfront. Also on view at the Marine Museum are pictures of the Institute's original floating churches: the first one, built in 1844, was moored at the foot of Pike Street until 1866; it was followed by two other floating churches which were used by sailormen until 1913 when the Institute in its thirteen-story building at 25 South Street consolidated all its activities under one roof.

Also at the Museum is an excellent model of the famous Yacht “Young America,” built by George Steers in 1851 for John Stevens and the New York Yacht Club. It was this yacht that captured the trophy known as America's Cup from the Royal Yacht Squadron off Cowes, Isle of Wight, beating the “Aurora” by eight minutes.

Holystone

GLEAMING decks have always been a ship's greatest pride. On sailing ships heavy blocks of sandstone were used to whiten the decks. These were called “Holystones” or “Bibles” because the seamen got down on their knees to push them to and fro. The men's knees would become sore from constant “praying” and often the skin on their hands was worn down thin. Smaller stones which were used for getting into corners and along the edges were called “prayer-books” The steamship deckhands today, if they do any holystoning at all use

long handles, thus saving much wear and tear on their knees. Usually, in port, the promenade decks are cleaned with electric scrubbers and at sea the crew in the early hours of the morning washes them down. But the art of holystoning, as practiced on deepwater ships of long ago, deserves a special niche in the archives of the sea, for example, the time-honored couplet:

“Six days shalt thou labor and do all that thou are able,
And on the seventh holystone the deck and scrape the cable.”

A CITY OF THE SEA

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THE voice of the sea is the blood in our veins, impetuous and near." No matter how far away we are from the sea we are always conscious that it is around us, as when we put our ear against the rosy opening of a seashell and hear from a distance, the murmuring of the sea.

Manhattan's towering skyscrapers create the impression that New York is a city of stone and steel, but a trip to the Battery will impress the visitor of the nearness to the sea. From the Institute's windows may be seen giant liners, plodding barges, rusty tramp steamers, shiny new tankers and busy little tug boats. The crews of all of these vessels have come to regard "25 South Street" as their home and haven while in port. They know that there they may find shelter, companionship, counsel, recreation and financial help whenever necessary.

To carry on our work of befriending and welcoming homecoming mariners, the Institute requires \$100,000 annually, or \$273.97 per day. Some of our thoughtful and generous friends have made our task easier by taking the responsibility of one day, and naming it in memory of some loved one.

We can think of no more appropriate way of honoring a dear friend or relative, than by choosing a Red Letter Day on the Institute's calendar. Such a gift is thrice blessed: for him that gives, him that receives and him to whom tribute is paid.

Entering New York's beautiful harbor at night the seafarer sees the Institute's shining white Cross and green Titanic Light—symbolical of "Safety, Comfort and Inspiration." Will YOU share in this philanthropic work by contributing a Red Letter Day?

Kindly send your check to:

SEAMEN'S CHURCH INSTITUTE OF NEW YORK
25 South Street, New York

and designate what day in the year you wish as YOUR Red Letter Day.

Two Leaders

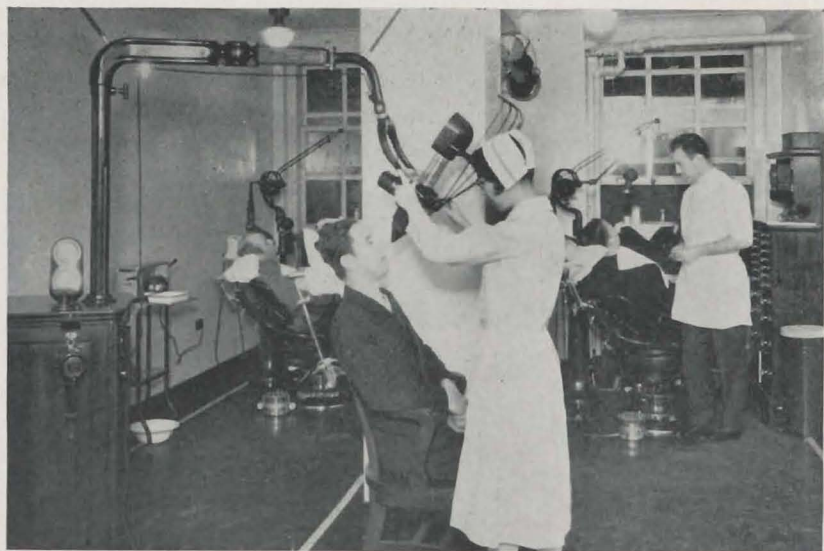
THE annual Memorial Service to Dr. Mansfield was held in the Institute's Chapel of Our Saviour on February 11th, the third anniversary of his death, and was well attended by seamen, staff members and other friends. The Rev. George A. Green, Chaplain of Sailors' Snug Harbor, formerly Director of the Religious and Social Service Department of the Institute, and a life-long friend of Dr. Mansfield, preached the memorial sermon, taking as his text, the 11th Chapter of Hebrews, the last verse: "Now faith is the substance of things hoped for, the evidence of things not seen."

By a sad coincidence, on this third anniversary of the death of Dr. Mansfield, his boyhood friend and life-long associate, Dr. William D. Tracy, died of a heart attack. Word reached the Institute staff of Dr. Tracy's sudden death soon after the Memorial Service, accentuating the sorrow at the loss of two great men who had nobly served their fellowmen. It was Dr. Tracy, who, at

Dr. Mansfield's behest opened a Dental Clinic on the mezzanine floor of the Institute on July 13, 1931 and actively supervised it. He and his wife each contributed a fully equipped dental chair. The William D. Tracy Dental Clinic has proved to be most helpful, and many merchant seamen have been able to procure ship jobs after necessary dental work has been attended to by the dentist and hygienist.

The Institute's Superintendent, the Rev. Harold H. Kelley, conducted the service for Dr. Mansfield assisted by Chaplains McDonald and Pearson and shared also in the service for Dr. Tracy conducted at the Church of the Heavenly Rest by the Rev. Dr. Henry C. Darlington.

One of the hymns sung at the Memorial Service was "Rise up O men of God" and it seems to apply to both these men of God who gave "heart, and soul, and mind, and strength to serve the King of Kings."



A View of the Institute's Dental Clinic

Safer Lifeboats

By William McFee*

The neat and handy rescue of the entire crew of the Greek freighter *Stefanos Costomenis* by the American steamer *City of Newport News*, Robert H. Wright commanding, brings to the fore the rather important subject of lifeboats.

The captain of the Greek ship was in such a position that he could not keep his ship afloat and waiting for the rescue ship to come up to him. To keep his ship afloat he had to steam a hundred miles or more out to sea, and he warned Capt. Wright that he might need lifeboats. He was not too confident that his own boats would be available for the entire crew of thirty-three souls.

The wind was high and the seas rough, but the transfer of the men from the foundering vessel was successful. The *City of Newport News* stood by and picked them up immediately.

We have to expect that ships will continue to be in distress in the North Atlantic during December, January and February. Those are the bad months for small steamers and sailing craft. And the question arises, whether the lifeboats on such vessels cannot be designed to do what they are supposed to do, which is to save life, under exceptional circumstances.

OPEN BOATS HAZARDOUS

If the *City of Newport News*, hurrying to the foreign freighter's assistance, had been some hours later and the crews had had to take to their own boats to avoid going down with the *Stefanos Costomenis*, would they have survived? The North Atlantic in the winter time is a bad place. The water is cold, the spray is icy, the waves are very large. An open boat is exposed to all these hazards, and often a life saved from a sinking vessel has been lost in an open boat from exposure.

Another thought that strikes us in reading about such casualties is that a lifeboat, successfully launched in a heavy sea and waiting for rescuers, may easily get broadside on to the sea with men unaccustomed to rowing, and turn over. She must have a sea anchor, a device of wood or canvas that may be streamed out on a line and hold her head to the seas so that she will not broach. Most sea anchors put into lifeboats are not large enough or efficient enough to hold a heavy boat.

Now it is entirely possible not only to build the buoyancy of a lifeboat into the hull and so do away with the vulnerable thin copper tanks of the old fashioned boat, but to equip her with a weatherproof canvas folding hood, so that women and children may be sheltered from the icy wind and seas. It is possible to equip her with sea anchors that fold up like an umbrella when not in use and which are strong enough to hold her in position until the weather moderates or a rescue ship comes alongside. At least one lifeboat so equipped should be provided on all foreign going vessels.

SAILORS ONLY HUMAN

The notion that because a man goes to sea he should be prepared to accept the very hardest conditions of living is very prevalent even today. When railroads were first projected in England the passengers were carried in open trucks. It is only in recent years that truck drivers have been given inclosed cabs for long hauls. These things wait on public sentiment rather than mechanical science, and public sentiment clings to the idea that a sailor should scorn any kind of comfort.

As a matter of fact there is no member of society who deserves consideration more than the seaman, for his calling exposes him to risks and perils that no foresight or care can eliminate. What is suggested here is that when danger comes, he be given a sporting chance for his life. He may be no sissy, but if you force him to jump from a foundering ship into a wintry sea and take refuge in an open wooden boat banging against the vessel's steel hull, the chances of his being incapacitated for life, or dying of exposure, are very good indeed.

What we have to understand is that when a sea casualty occurs there is rarely time or opportunity to devise remedial measures. The measures must be there, authorized by the Department of Commerce, inspected by the Bureau of Navigation and enforced upon the owner or manager of the ship. When something happens at sea and negligence on the part of shore people is revealed, we are very indignant. Being indignant gets us nowhere. Indignation is useless on board a ship. What we need there is vigilance and integrity—vigilance by the crew and integrity in the office.

*Reprinted from *The New York Sun*, Saturday, Aug. 8, 1936

Telling Time at Sea



Cadets aboard the North Star receive instruction in the use of the chronometer and sextant.

IF anyone should ask you who is the first person to board an incoming ship in New York harbor, you would be right if you said: "The pilot." And if you were asked to name the next important individuals you would doubtless say: "The Customs inspectors, the Immigration inspectors and the doctors." But the chances are you would guess wrong, if someone posed this one: "Who is the first important person to go aboard AFTER the ship has docked at her pier?"

Well, here is the answer. It is usually a messenger boy come to get the ship's chronometers, the superfine clocks for measuring time. Why is this so important? Because the captain must know the exact time for if there is an error of *even four seconds* in the chronometer, it will put the ship one mile out from its calculated position!

Most ships carry three or four of these delicate instruments — and each chronometer is kept in a little mahogany box. Before the ship puts out to sea again they must be rated

for accuracy, down to the tenth of a second. These chronometers are so delicate that the only lubricant used to oil the bearings is extracted from two small sacs in the sides of a porpoise's jaw. The messenger who delivers the chronometers to the ship after they have been tested and rated, must walk at a certain pace, very carefully, so as not to disturb the instrument. Taxis are absolutely taboo for these messengers. In fact, the only vehicle permissible is a ferry boat — no chance of vibration. Once, a messenger carried a chronometer safely in a subway, but this is not the usual practice.

The best known nautical instrument firms are Negus; Kelvin and White; John Bliss; and William F. Tribble. Inside these shops are always to be found several hundred chronometers being tested for ships in the harbor. At the Negus shop, for example, they are wound and compared with the master chronometer, built by Grandfather Negus back in 1843. It has never varied by more than a second in four generations. It is constantly checked with the Naval Observatory.

Some years ago when people wanted to check their watches, they could get the exact time from the telephone operator. Those days are gone, but if you work in downtown Manhattan or live in Brooklyn, you can check your watch by the Time Ball which drops each day at exactly noon from the Institute's Titanic Memorial Tower. This time ball is connected by telegraph with the Observatory at Arlington, and is considered, like Negus's ancient chronometer, a most accurate time piece.

The chronometer, by the way, was perfected by John Harrison in the early part of the 18th century. Be-

fore that, ships were steered by measuring the height of the sun by its shadow and the direction by the North Star.

Sextants were used by early Greek and Arab navigators and astronomers. Five hundred years ago in November, 1436, there was born in the city of Nuremburg, Germany, a boy who was destined to make a very important contribution to navigation. The boy was Martin Behaim, and he grew up to be a navigator and astronomer who used the astrolabe (forerunner of the sextant) in 1480 when he was appointed on a council by King John II of Portugal to devise methods of preserving certain courses at sea. In 1574 the astrolabe was greatly improved by Humphrey Cobb. The English navigator, Captain John Davis, introduced a quadrant in 1594. John Hadley, an English mathematician and astronomer invented the Hadley quadrant in 1730, and in the same year, entirely independent from Hadley, Thomas Godfrey invented a double reflecting sextant to be used at sea. The Roy-

al Society of London awarded both Hadley and Godfrey 200 pounds each for their inventions. Early sextants were large, clumsy affairs with heavy wood frames, brass hardware and ivory arcs. By 1812, the "Constitution" carried a sextant of ebony, with metal parts, including a telescope. One marvels how the early navigators could steer so accurately with such crude instruments, but they were greatly aided by Nathaniel Bowditch's book, the "American Practical Navigator," published in 1801, in Salem, Mass. Today's sextants are light weight and mechanically perfect instruments, yet many of the tables still in use were the work of Nathaniel Bowditch. Mathematics and astronomy are important subjects for navigators, and these are taught by Captain Robert Huntington, Principal of the Institute's Merchant Marine School, where courses in seamanship and navigation are given daily. Incidentally, the Captain has a collection of very valuable old sextants and quadrants once used in clipper ships.

For the Library

BOOK REVIEW

CRIMES OF THE HIGH SEAS

By David Masters

Henry Holt

Price: \$2.50

WE ARE very much in need of up-to-date books for our History, Economics, and Science sections. We are proud of our Marine library, our fiction, biography, travel and literature shelves, and wish that the other sections could be up to the same high standard. Perhaps some of our friends might be interested in sending a contribution towards a "New Book" fund which would enable us to purchase some of the recent and really authoritative books in these fields.

Mr. Masters has chosen a number of particularly dramatic shipping insurance cases and has written them up in an informal, chatty manner. The book has value, however, more from the sleuthing angle than as a piece of sea-literature. It describes in detail the often brilliant detective work involved in running down ship-owners who attempted to claim insurance for ships they had scuttled.

A.W.C.

"Ask Me Another"

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HERE are a few brain-teasers of a nautical nature which may appeal to marine-minded individuals with an "Ask me another" bent:

QUESTIONS

1. What is it on a ship that is forward on the port, aft on the starboard, and midships on the stern?
2. What lighthouse in New York harbor has a fixed green light and is named in memory of a famous marine disaster?
3. What famous literary person had navigating as his pet hobby?
4. What musical instrument was used in early Roman times to help sailors row in unison and in uniform speed?
5. Where is the "Widow's Tears" Lighthouse?
6. How did the Greeks express reverence for the owner of a sailing ship when he died?
7. What institution on Staten Island is supported by rents from property on or near Washington Square?

8. What does Q K F mean in the International Signal Flag Code?
9. What does the "Blue Peter" flag mean?
10. Who wrote the first book on seamanship?

ANSWERS

1. The name of the ship.
2. Titanic Memorial Tower, on top of the Institute.
3. William Shakespeare; he was considered almost as good a navigator in his time as he was a poet and dramatist.
4. The flute. Flute players always went along, perhaps the forerunner of the present day ship's orchestra.
5. This famous lighthouse is in the Red Sea. It was so isolated that for years only criminals sentenced to death were used as lighthouse keepers.
6. The sails on all his ships were immediately painted black for a period of one year.
7. Sailors' Snug Harbor, endowed by Captain Richard Randall in 1801 as a home for "aged, decrepit and wornout sailors."
8. "Welcome." These three flags fly from the roof of the 13-story building of the Institute.
9. "All repair on board. I am about to sail." This flag is flown from the foremasthead of ships in harbor about to depart.
10. Captain John Smith, famous Virginian settler who founded Jamestown and who said: "No work, no eat."



The "Queen Mary" is Held by a Manila Hawser 3 Feet Thick

Courtesy, "Oil-Power"

PRINCIPAL FACTS ABOUT THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

- It is the largest institution for merchant seamen in the world.
- It is **103 years old**, founded in 1834, built a floating church in 1843, and now occupies its own modern 13-story headquarters.
- It is a partially **self-supporting** welfare organization for active seamen who need friendship, guidance, recreation and emergency financial help.
- It provides a **complete shore community** for thousands of self-respecting seamen **each day**. It is home, post office, school, library, employment bureau, clinic, club and church combined.
- It is open to **active seamen of all nationalities**. Eighty percent of the men served are American citizens from every state in the Union.
- It befriends **ship apprentice boys** from foreign countries and hundreds of American cadets every year.
- It instituted **free radio medical service** for ships at sea, thereby saving hundreds of seamen's lives in emergencies.
- It initiated legislation requiring **first-aid examinations** for every ship's officer obtaining a license.
- It has trained over **4,000 seamen** in its Merchant Marine School and helped them to better positions.
- It **cooperates fully** with other seamen's welfare agencies, but should not be confused, e.g. with Sailors' Snug Harbor, which is an endowed home for **retired** seafarers.

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