

THE LOOKOUT

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK

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NOVEMBER, 1937

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The LOOKOUT

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SEAMEN'S CHURCH

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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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The Future of Sailing Ships

EDITOR'S NOTE: Following are excerpts from a radio broadcast in behalf of the Seamen's Church Institute of New York on Sailors' Day, Sunday, October 24th, Station WABC. The Institute is deeply grateful for the generous cooperation of the Columbia Broadcasting Company and the kind assistance of Rear Admiral Reginald R. Belknap, U.S.N., Ret., Captain Felix Riesenber and Captain Alan Villiers. Readers who prefer steam to sail training are referred to Captain Robert Huntington's article in the July LOOKOUT.

THE REV. HAROLD H. KELLEY,
Superintendent of the Institute:

THE purpose of Sailors' Day is to call attention to the importance of the merchant seamen in the life and progress of the nation, and to memorialize those seafarers who, during the year, have lost their lives in devotion to duty on all the seven seas. Sailors' Day was established in 1919, and is closely associated with Navy Day, which is observed on October 27th. All of us reap the benefits of the seamen's labor whether they toil on white-winged sailing ships or floating ocean palaces. And so we are glad to pay tribute to their courage and devotion to duty on the high seas.

MR. BOB TROUT

Thank you very much, Mr. Kelley. Now we have asked three maritime celebrities to come here today to have a three-cornered discussion on a subject which is very close to their hearts: THE FUTURE OF THE SAILING SHIP. Around the microphone in the studio here are Rear Admiral Reginald R. Belknap, Captain Alan Villiers, noted sailor-author, and

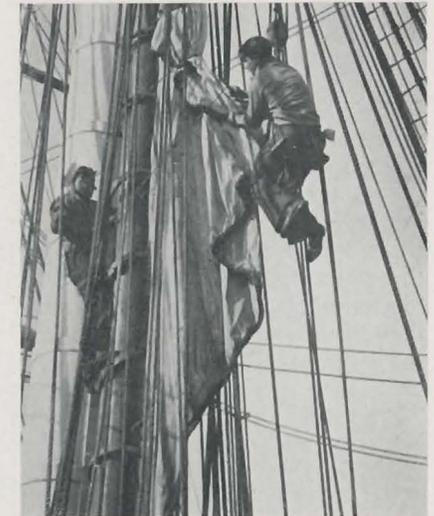


Photo by Jeannette Griffith
"Passing the Gasket"
Aboard the U. S. Frigate "Constitution"

Captain Felix Riesenber, master mariner and novelist. And now, suppose we begin with Captain Riesenber. That's a surprising subject, Captain. I didn't realize that sail had any future. In fact I thought that old square riggers like the "Tusitala," the "Seven Seas" and the "Joseph Conrad," were just relics of a bygone day. Do you really think that the old windjammers have a future?

CAPTAIN RIESENBERG

They most certainly have, Mr. Trout. I have recently returned from Washington, where I recommended to the Maritime Commission that it build three new square-riggers, to be used as schoolships for training boys for America's

merchant marine. Captain Alan Villiers, here, has just returned from the Baltic and he can tell you how the Scandinavian countries are all building new sailing ships.

MR. TROUT

Well—from what you say, it appears that sail is very much alive and kicking—if I can put it that way—tell us about it, Captain Villiers.

CAPTAIN VILLIERS

I was quite surprised to see six full rigged ships in one week, this past summer in the Baltic. I think we can safely say that sail will not die—not while there's a schoolship in Europe at any rate. Four of the ships I saw were built in the past three years, all square-rigged: the "Denmark," the "Dar Pomorza," the "Sorlandet," the "Najaden," the "Jaramas," the "Georg Stage" and the lovely little full-rigger "Christian Radich" which was just launched and which I saw on her trial trip from Sandefjord.

MR. TROUT

I wonder if you can tell me why these countries prefer to build new sailing ships rather than steamships in which to train their young men?

CAPTAIN VILLIERS

They think so much of sail training that each big port, and some of the small ports too, build their own ships. When I asked them WHY—just as you have asked me, Mr. Trout, they replied: "Sail is the cradle of seafaring manhood. It eliminates the unfit. It teaches discipline of body and mind in a way that no other vessel can. It brings out all there is in boys. It forces them to think for themselves and make their own decisions. Only at sea under sail and in the air do conditions ordinarily arise calling for sudden life-and-death decisions affecting the lives of other persons."

MR. TROUT

Wouldn't a steamship build a boy's character just as much?

CAPTAIN VILLIERS

No, it does not. Sail is the only way to train young men. I have served on both kinds of vessels. A steamer, as far as the people who work on her are concerned, is only a sea factory. A sailor never leaves a steamer with any affection at all. A sailing ship not only builds character and physique, it develops loyalty: loyalty to ship and crew. The crew are united under sail in a fight against the sea.

MR. TROUT

Admiral Belknap, you've commanded ships of the United States Navy and know a lot about ship's discipline. Would you agree with Captain Villiers and Captain Riesenbergh that a boy trained in a sailing ship has a better chance of developing into a fine merchant seaman than a boy trained on a modern steamship?

ADMIRAL BELKNAP

Yes, Mr. Trout. I agree. A square-rigged ship is an excellent school for discipline and loyalty, for it brings out plainly whether a man is or is not competent and faithful, which an able seaman must be. I remember one young man who was standing by to take soundings while the ship was passing through shoals in misty weather. When the order was given to "go ahead with the lead," our young friend was not there. Having waited for twenty minutes doing nothing, he had gone below to dinner. It was explained that, aside from breaking discipline, he had done what no true seaman would do; that an able seaman would understand the importance of his station too well to leave it. This young sailor became impressed with

the fact that, to stand among able seamen, he had to be a real one himself. He soon began to show the stuff that he was made of and in my last ship he was the leading chief petty officer of the whole crew.

CAPTAIN VILLIERS

I'd like to give an example, too, of how a sailing vessel develops boys. When I was in command of the full-rigged "Joseph Conrad" and took her around the world in 1935 and 1936 with a crew of young cadets, I had some strange young chaps. Some had never been to sea before. There was one in particular, named "Stormalong." I thought he was about 14. He was one of a family of eleven. The first three weeks out Stormalong was very seasick and he said he wished he never left his home in Ipswich, England. The romance of the sea was only in books, he groaned, and if seafaring was as tough as this, he'd rather stay ashore. But before that voyage was over, when the test came, Stormalong had developed into one of the finest fourteen year old kids you'd ever want to know. He proved his loyalty to his ship, too.

MR. TROUT

How did he do that?

CAPTAIN VILLIERS

That was rather interesting. Well, in a sudden squall our jibboom broke. The ship lurched and drove on, the boom thrashed and jarred against the side, still held to the ship by the mess of its smashed gear. If one spar began to break there was no telling where the damage would stop. Young Stormalong thought he saw a chance to get a line around the broken boom by dashing out to the end of the bowsprit. Without a thought of the serious danger he must run, of the broken boom meshing back on him, he ran across the slippery incline

of the fo'c'sle head, grabbed the end of a jib downhaul from the pinrail and fought his way out along the bowsprit. The squalls shrieked at him with a million icy fingers tearing at his throat, his grip, his hands. He jammed his small body between the ropes and felt the weight of the sea crushing on his back. But by sheer grit and courage he hung on, and succeeded at last. Back he crawled, to safety, dripped, soaked, bleeding, cold—but grinning. It had been purely his own idea and it worked. He had saved the boom. Nothing else matters in a sailing ship. No matter how tired you are, you must work. The safety of the ship and the lives of all hands depend upon it.

MR. TROUT

And you don't think that kid would have felt the same loyalty if he had worked aboard a steamer? Captain Riesenbergh, you look as though you were bursting to say something. Come on, out with it.



Photo by Alan Villiers

CAPTAIN RIESENBERG

My youngest son, Jack, 14 years old, sailed this summer on the square-rigged yacht, "Seven Seas." You may remember, the "Seven Seas" raced the "Joseph Conrad" from Newport to Bermuda. Mike Dimeaico, one of Jack's shipmates, sailed in that race. Let me tell about the race in Mike's own words:

"We had sealed the engines. Mr. Gubelmann, the owner, had shipped some extra hands. We had twenty men forward, and Captain Milton was ready to show them some fast sailing. The propeller was feathered—that is, the blades were turned in a fore and aft line. But we had nothing more than a drifting match. We were becalmed for fourteen days! Oh boy, were we disappointed. But on the run back to Newport, we were hit by the biggest hurricane I ever saw. Some of our canvas was carried away before we could get it in. We shortened down to lower tops'ls and boiled through it with the wind on the quarter making an average of eighteen knots a day." I asked Mike "Were you scared?" He replied: "Gosh, there wasn't time. Right in the middle of it, when I was shivering, my sea boots filled with water, I couldn't help but admire the way the old ship struggled against the wind and the waves. Boy, but she was stubborn, and wouldn't give up—so neither did any of us."

Now, what sailor would feel that way about a steamer?

MR. TROUT

Then, I take it that those young boys on the "Conrad" didn't complain about the rigid discipline necessary on a sailing ship? To hear you talk, I would think it was difficult to handle a sailing ship.

CAPTAIN VILLIERS

Well, Mr. Trout, some of the

boys did complain a little. Some of them had come with the idea that sailing on a sailing ship was a nice long ride on a boat. When they saw the necessity of proper discipline they took it all right. The voyage was a circumnavigation of the globe. If there had been anything wrong with them it would have shown up.

MR. TROUT

Admiral Belknap, isn't it a difficult thing to manage a ship under square sail? To hear some old-timers talk, one would think that a modern sailor could never learn how.

ADMIRAL BELKNAP

Old salts like to spin yarns. But there is nothing superhuman about handling a sailing ship, else it could not be done at all these days. In the grain race fleet not five per cent of the crews, at the setting out of the voyages from Europe to Australia, are experienced sailors. But they soon learn to man gear quickly and to work with both hands when aloft, ready for the storms. The only serious accident likely to occur is when some steamer runs them down in a fog. Manned by a few-score boys and a few older seamen, these ships year after year accomplish the hardest voyage in the world.

MR. TROUT

When these boys go into steamships, after their experience in sail, do they advance rapidly?

CAPTAIN RIESENBERG

I'd like to answer that, Mr. Trout, if I may. Just recently I was invited aboard the newest of the Standard Oil tankers, the "Esso Bayonne." She was on her sea trial, off Rockland, Maine. Captain Carl O. Pettersen, senior master of Standard Oil of New Jersey, was on board. "I recommend sail training above all other sea experi-

ence for a young boy," he told me. "It does more for them physically, professionally and morally, and in less time, than on steamers. I went to sea when I was very young, most of the boys in Norway still do, and we turn out good sailors. They make their way from boy to master rapidly."

MR. TROUT

Now I have heard that many of the directors of shipping lines began as cadets on sailing ships. Do you know whether that is true?

CAPTAIN RIESENBERG

Yes, it is so abroad but there is one outstanding American, Captain Thorwald Rieber, a square-rigged sailor who spent many years at sea, who is now chairman of the Board of Directors of The Texas Company. And still some people say that there are no chances for a boy who follows the sea!

MR. TROUT

Captain Villiers, you have seen the schoolships for training Polish, Finnish, Swedish, Norwegian and Danish boys. What do you think of the existing methods in this country for training boys to become seamen and officers?

CAPTAIN VILLIERS

Well, Mr. Trout, I hardly feel competent to speak about this. The old St. Mary was good. The Nantucket, of Massachusetts is well run. There is no doubt that they are splendidly run and do a fine job, but a year or a year and a half under sail would be a tremendous asset to these boys. Please don't think me an old die-hard, Mr. Trout; I speak of sail with no unbalanced nostalgia, with no idea that merely because it is old it must be good; with no notion that merely because a human being might have served a while in windjammers he is superior to his fellow beings. He is nothing of the kind. But he has



Photo by Alan Villiers
Joey and Conrad, the Ship's Cats
Atop the Capstan

shared in a profound and stirring and really memorable experience that has shaken him up and shaken him down, too; he has been one of a compact and disciplined body held together for the ship and by the ship, and with his own efforts he helped that ship to complete a voyage.

MR. TROUT

Captain Riesenber, you are in close touch with maritime problems. Do you think it would be practical for boys to be trained on sailing ships in this country as they are in Europe?

CAPTAIN RIESENBERG

I believe that such training is entirely practical. I don't mean training boys just to become officers. I think that the unlicensed personnel—the able-bodied and ordinary seamen, the deckhands—should also be trained under sail.

MR. TROUT

What agency would you think the best to supervising this train-

ing—providing the new schoolships are built?

CAPTAIN RIESENBERG

I believe that the U. S. Coast Guard, because of its stability and unquestioned competence, should be authorized by the Maritime Commission to arrange this program, to supervise the selection of the young men, the nature of their training and the number to be obtained annually.

MR. TROUT

Admiral Belknap—don't answer this question if you don't care to—but I'd like to know if these new sailing ships were built — would they be of any use to the Navy in case of war?

ADMIRAL BELKNAP

The merchant marine has always been of assistance to the Navy during wartime. Officers and men come into the Navy accustomed to sea conditions. Merchant vessels carried troops and ammunition and food to Europe during the World War. Staples like lumber and coal were carried in large volume cheaply by sailing vessels. Some sailing ships, such as Count Luckner's, passed through the Allies' blockade. I do not believe that the usefulness of sailing ships — for both peace and war — has been exhausted.

MR. TROUT

Are sailing ships still used for trade, Captain Villiers?

CAPTAIN VILLIERS

Yes, certainly. When I was down in the South Seas I saw many schooners in regular commercial service. I remember especially the "Edna Hoyt." The trading ships are mostly owned by one old man in Finland. The Germans are building fine ships. Just the past summer when I was in Germany I learned that the Germans had purchased a sailing ship for \$85,000.

There certainly is a demand for sailing ships.

MR. TROUT

Couldn't an American full-rigged ship like the "Tusitala" be made into a schoolship? I understand that her owner, Mr. James Farrell, has offered her to the Maritime Commission for this purpose, if they can use her.

CAPTAIN RIESENBERG

Yes, she's a stout, sturdy ship but the 'tween decks would have to be rebuilt to accommodate enough cadets. However, we must consider her age. She is over fifty years old. But she would make an excellent station ship. Many seamen hope we may soon have some new sailing ships—built especially as schoolships—to carry about 200 boys.

MR. TROUT

Could these ships carry cargo as the grain race ships do? I believe they carry bulk cargo.

CAPTAIN RIESENBERG

They could, but I would much rather that they didn't. They should concentrate their efforts—as do the schoolships of Europe—on training the boys in seamanship, and all the phases of seafaring. Captain Villiers, how do the Norwegians run their schoolships?

CAPTAIN VILLIERS

From 80 to 100 boys are selected annually, from 14 to 16 years old, and are put on board as cadets. Officers are drawn from those who do the best. These ships are run by a Committee, sometimes under the Harbormaster, sometimes under the sailing master. They charge 300 crowns or about \$75.00 tuition. If the boy hasn't got it, they take him anyway, if he's the right calibre. The very important thing is that the boys must begin young. I seriously believe that if you are going to make a boy a good sailor you

must get him away before he becomes interested in the girl next door.

MR. TROUT

I'm curious to know what becomes of these boys in Scandinavia? Do they all become officers or masters of steamships?

CAPTAIN VILLIERS

Quite a number are not heard from. Quite a number come over here. In Scandinavia about 60% of these boys grow up to become successful officers in ships of their own nation. About 10% are lost track of and about 30% come to America and get jobs on steamships in this country.

MR. TROUT

In other words, about 90% of them "make good" at sea?

CAPTAIN VILLIERS

That's right. It does seem to me that all these foreign countries can't all be wrong. They've tried steam training and they've tried sail training, and the latter pays the best dividends from the point of view of both the seaman and the shipowner — and the nation, too. They're building a fine, loyal lot of men.

MR. TROUT

You've certainly made a good case for the square-rigged ship. But I just wonder if it wouldn't be possible to have American boys go on some of the big yachts in the transatlantic races and possibly get the same excellent training — and cheaper?

CAPTAIN VILLIERS

I would like to say this: You can't train cowboys on a dude ranch. The atmosphere is one of sport and good sport. Yachting is sport. It is a very fine aspect of sailing. I was very much surprised, on my recent voyage on the "Conrad," when our ship would put into port, to see the number of fellows who are

wandering around the South Seas on their own ships. I saw one young man from New Zealand, who had come down on a fifteen foot yawl. Youth was under sail, in sailboats built in their own back yards!

MR. TROUT

Admiral Belknap, here's a question I'd like to ask you. A lot of people say: "What's the use of teaching boys in sail when they will never make use of it later when they go into steamers?" What's your opinion of that argument?

ADMIRAL BELKNAP

I might as well say: "What's the use of teaching a medical student anatomy?" Experienced mariners have said: "There is greater safety at sea in a poor ship with a good crew than in a good ship with a poor crew." Service under sail trains eye, brain, hand and body to work together at full power. It makes men self reliant and resourceful, so that the greater the emergency, the cooler and steadier they are. Fire department chiefs have told me that former seamen make their best men. The tighter the place the better they work and they seem to enjoy it.

MR. TROUT

Captain Villiers, suppose we take a specific example. I understand that you just returned from Europe on board a big ocean liner, known as an ocean greyhound or a floating ocean palace. The last time you came across the Atlantic Ocean you were the skipper of the full-rigged ship "Joseph Conrad?" Would you like to draw a comparison between the two trips?

CAPTAIN VILLIERS

Well, Mr. Trout, it seemed to me that the liner had very little to do with the sea. I saw some young sailors serving afternoon tea—apparently detailed to help the stewards. It was an excellent hotel,
(continued on Page 10)

What Price Thanksgiving?



COMPARED with what ships' crews have today, the seamen aboard the little "Mayflower", as well as the pioneering passengers, had very few blessings

or comforts. Yet their hearts were filled with thankfulness, and, after a year of privation and hardship, they could be grateful to their Creator and express their appreciation in a service of thanksgiving and praise.

Ever since that bleak November day in 1621 when the Pilgrims observed the first Thanksgiving, this time-honored holiday has been welcomed, and perhaps the most gracious aspect of the day is the custom of sharing our bounty with others less fortunate.

At the Institute preparations are under way for a bountiful dinner, provided our friends rally 'round and support our HOLIDAY FUND with their usual generosity. As we go to press, we asked our business manager to give us a cost estimate to provide turkey dinners for from 1400 to 1600 seamen on both Thanksgiving and Christmas. He sent us the attached list of approximate price rises on food: Milk 28%, Butter 14%, Meats 25%, Eggs 8%; and he added this note:

"Would it be possible for the HOLIDAY FUND contributors to send an additional ten percent this year in order that we may cover this rise in food prices?"

If you gave \$5.00 last year—could you—would you—send \$5.50 this year? If you gave \$10.00 a year ago, could you possibly manage to stretch it to \$11.00? If most of our good friends will help out in this way, we shall be able to provide the usual bountiful, plentiful turkey dinners with all the customary "fixings"—cranberry sauce *and* pumpkin pie—and a program of music and movies in the auditorium. We should hate to have to limit the number of seamen served. We should hate to have to hang out a sign saying "No More Admitted." And if each friend will send his usual gift PLUS that ten per cent—we can welcome every seafarer most cordially—in your name.

Won't you again share your Thanksgiving and Christmas with these men of the merchant marine to whom the Institute means HOME and Journey's End?

Kindly designate your checks for HOLIDAY FUND and make payable to the *Seamen's Church Institute of New York* and mail to 25 South Street, New York, N. Y.



The Future of Sailing Ships

(continued from Page 7)

using the sea as a means of progression. In a sailing ship you deal more directly with the elements. It took me five days to come across. In the "Conrad" it took 66 days. I spent so much time riding on the elevators to get about the ship that I did not have time to look at the sea. The thing that seems strange to landmen is that it never becomes monotonous on sailing ships. There is always the element of good sport and conquest.

MR. TROUT

Seems to me I heard or read something about how they rescued the ship's cat in a storm, risking their own lives to do so?

CAPTAIN VILLIERS

Yes, Joseph, the ginger cat, loved to go aloft and play in the rigging with Conrad, the gray cat. When he was not aloft he was mostly sitting in the scuppers waiting for a flying-fish to fly on board. But one day he climbed in the rigging once too often. It was a gray day, with rain. Our little ship was storming along at eight knots, with a good press of sail. Joey, feeling the need of exercise after a breakfast of sardines and canned milk, went up in the rigging with Stormalongs, when that youth was sent up to overhaul buntlines on the mizzen tops'l yard. The ship rolled heavily. Suddenly a shout rose, after a heavy roll.

"Cat overboard! Cat overboard!" There, in the churned up wake Stormalongs saw poor Joey, swimming. I came running out and shouted "Haul up the mainsail! Back the mainyards!" Whistles blew. Boys ran. The boat-falls of the emergency boat were being cleared. I took compass bearings of the place where the cat could still be seen. "Keep your weather eye on that cat!" I shouted. Suddenly a giant albatross with a wing-

spread of about 14 feet, came swooping down over the ginger cat. I sure thought that was the end of Joey, but no. Joey lifted up a little ginger paw and smacked that big bird a hefty one across the face. The albatross, scared out of its wits, at once soared away. How those boys pulled with the oars. The seas rose and fell around them as they searched the seas for Joey. "Cats don't swim good," said one of them. "He's a goner, I guess." But Stormalongs said: "Joey was a good swimmer. Look! There he is!" Stormalongs fell into the sea himself in his excitement, for there was the cat swimming feebly not a boat's length away. Leaving Stormalongs to flounder around by himself for a moment, for his shipmates knew that he was an expert swimmer, they drew alongside the cat, and brought him very wet, and very bedraggled into the boat. With the help of the galley stove and a tot of rum he recovered, and next day was climbing round the rigging, but under Stormalongs's watchful eye.

MR. TROUT

We could go on indefinitely with these interesting stories about the sea but I fear that the time is now up. America certainly has some fine merchant seamen — men like Captain George Fried, Captain Harry Manning, Captain Giles Stedman, Captain William Sundstrom, and oh plenty more that I could mention. It will certainly be a splendid thing if square-rigged schoolships can train boys to grow up to become gallant men like these.

Thank you very much, Admiral Belknap, Captain Riesenberg and Captain Villiers. We appreciate your kindness in coming here today to talk to our radio audience. This Sailors' Day program has been presented by the Seamen's Church Institute of New York.

Sailors' Memorials



Photo by Paul Parker

Three of the most famous memorials to merchant seamen are: the Titanic Memorial Tower which serves as a lighthouse on the 13-story building of the Seamen's Church Institute of New York, 25 South Street, N. Y. C. and which commemorates the officers and crew who were lost in the Titanic disaster, April 15, 1912; the Fishermen's Memorial at Gloucester, Mass., and the Sailors' Memorial in Mariehamn, Aland Islands, to the men who have lost their lives in the Grain Races of the square-rigged sailing ships.

On page twelve is reproduced the Memorial Bandstand opposite the Institute:
*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*



Photo by Ewing Galloway



Photo by Alan Villiers

When the North Winds Blow: Clothing and Shoes Urgently Needed

It is very important for merchant seamen to be presentable in appearance when they apply for work. Cleanliness and neatness count in shipboard jobs just as much as in shore jobs. For this, and especially with the approach of Winter, the "Slop Chest," (or store-room for clothing and seamen's "gear") at the Seamen's Church Institute of New York, becomes a very popular place. Hundreds of seamen avail themselves of the opportunity to secure dungarees, work shirts, underwear, socks, shoes, street suits and overcoats, donated by thoughtful friends. With the first severe drop in temperature, the men from the Great Lakes come down to New York to take their chances of shipping out on transatlantic or coastwise vessels. The harbor excursion steamers tie up for the win-

ter, also many of the barges and tramp steamers. Transients by the very nature of their calling, many from the crews of these vessels lodge at the Institute for the winter months and hence avail themselves of the privileges of our 13-story building, including the "Slop Chest." We always need men's clothing, but at this time we ask particularly for more shoes, to be given to seamen in need. Please help us.

Kindly address packages to the Welfare Department, Seamen's Church Institute of New York, 25 South Street, or call BOWling Green 9-2710 if you wish to have a messenger call.

Harold H. Kelley
Superintendent



Merchant Marine Memorial Bandstand, Jeannette Park, Coenties Slip, opposite the Institute

A Letter from Dr. Deems

My seminary class-mate, Dr. Deems, now Rector of St. Mark's Church, Minneapolis, reveres Dr. Mansfield as one of his "spiritual ancestors." Dr. Mansfield's waterfront apostleship inspired him not only to work with seamen, but to the ministry as his vocation and he spent his seminary vacations and the first years of his ministry as assistant to Dr. Mansfield. He had direct charge of the move into the new building in 1913 and the overseeing of its program for seamen. From 1916 to 1922 he was Superintendent of the Seamen's Church Institute of San Francisco where, during 1921, it was my privilege to be his assistant. Treasuring his waterfront memories and his association with Dr. Mansfield as a servant of the Master, he re-visited the Institute last summer, hence this letter. Dr. Mansfield's vision for the Chapel is ever before us and we are thankful that it is being progressively realized.

HAROLD H. KELLEY

My dear Mr. Kelley:

One of the most satisfactory experiences during my recent visit in the East was the renewing of old associations at the Seamen's Church Institute of New York. Naturally, memories of Dr. Mansfield filled my mind as I re-traced with you old paths through the original Institute Building and followed new trails through the magnificent Annex. When we visited the new Chapel, I recalled how frequently Dr. Mansfield used to talk with me regarding the relationship of the religious work to the multiplying activities of the Institute. You asked me at that time to set down somewhat more fully than our conversation permitted what impressions I gained from my close association with Dr. Mansfield as to his conception of this relationship. I am glad to do so.

First of all, I remember the many conferences we held in 1912 and 1913 regarding the general nature of the organization which the new building would involve. It was then obvious that his major responsibilities for the next decade would be the development of our Board of Directors, the completion of the building fund, and the enlargement of income operation. My task was to carry out his plan for the organization of the staff, the running of the building, and the supervision of various departmental activities. He

felt then that the spiritual purpose and the religious program were to be served and augmented by all the other departments. As his "chief mate" and representative, I was put in command of all departments but, while all other departments had their respective heads, I was directly responsible for the Chapel and the spiritual activity associated with it. The object of this arrangement was that no question should arise as to the precedence of the religious work and that all departmental activity should be conceived as facilitating its objectives. For instance, Dr. Mansfield conceived of the lodging department first as furnishing an escape from the immoral as well as inadequate quarters offered by the water front and, second, as a means of creating a community of sailors in which effective religious work could be carried on.

Dr. Mansfield's recognition of the supremacy of the spiritual emphasis in the adjustment of the machinery of the Institute had its basis in his conception of his own office as Superintendent in which the spread of the Gospel of Jesus Christ was pre-eminent. I was once deeply impressed with this by an incident which etched itself upon my memory in such clear cut lines that it is still a very vivid reality. Shortly after the Institute was established, I took charge of all of the Chapel Services, from time to time on

special occasions inviting Dr. Mansfield to occupy the pulpit. As Easter approached, hesitating to add an Easter sermon to his already heavy schedule, I so arranged the program that he was to take the Service and that someone else was to preach. As a matter of routine, I sent the program to his office. Almost immediately he summoned me. I found him standing before the window looking out over the bay with tears in his eyes. He turned to me and said, "Charles, do you mean to say that you have planned an Easter Service which will not have my message to the sailors as the sermon?" His expression and his tone were ample evidence of the fact that in his heart the interpretation of the essence of the Christian message to the men to whom he ministered in many ways was the most important object of his endeavors and his sacrifices.

Another evidence of the place in which he held the spiritual aspect of the Institute work was the adamant fashion with which he refused to allow the relationship between the Institute and the Church to be ignored. He developed it with every opportunity. He refused to allow the word "Church" to be removed from the title of the Institute. He insisted that the Cross should always be the central design of its insignia. Neither among the seamen nor before the general public did he fail to emphasize the fact that the Institute was a Church enterprise in the largest sense of the term.

The supremacy of the spiritual objectives of the Institute were uppermost in his mind and heart to the very end. Not long before he was forced to give up his work, I visited him at the Institute. He talked with me regarding his successor. "Charles," he said, "the man who



Photo by Byron.
A View of the Institute's Chapel of Our Saviour Showing the Reredos Painting by Gordon Grant.

will follow me will live an entirely different life from mine. The foundations of this organization are laid. It is large enough so far as its building goes and its equipment is practically complete. The next chapter must be written in terms of the deepening of the spiritual and moral influences among the thousands of men who come here. My successor will, of course, have many administrative duties but he will have time to do the supremely important work of giving his personal supervision and attention to the program of religious and social work which we are prepared to carry on so magnificently. It would be a great disappointment to me if he should fail to give such work a dominant place in his thoughts."

One other thing I would mention in closing. It may be that as blindness and physical weakness required the curtailment of his activities, it was not possible for Dr. Mansfield to continue a certain custom which always prevailed when I was associated with him. In my day, in spite of the fact that he was engrossed in the administrative

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Book Reviews

IN THE WATCH BELOW; THE BOOKS AND HOBBIES OF SEAMEN

By Hartley Kemball Cook
J. M. Dent & Sons Ltd. London.
Price: 5s.

The author writes of the British Merchant Service and the accomplishment of the SEAFARERS' EDUCATION SERVICE. He stresses the need of providing the seamen with books of educational and recreational value.

Due to poor facilities for reading and scant leisure time, the men of sailing ships were given to hobbies of the manual types, such as making ship models, fancy knots and rope work. Today, seamen prefer reading and having discussions. They appreciate the material provided by libraries.

Some actual crews' libraries are listed, with analyses of reading, as well as critical essays by seamen. I.M.A.

KATRINA

By Sally Salminen

(Farrar & Rinehart) Price: \$2.50

Selma Lagerlof and Sigrid Undset have praised this first novel, and it justifies their commendation. The scene is laid in the Aland Islands and describes with bitter realism the hard life of the peasants and the seafaring men. Katrina's own son is lost at sea and there are many memorable pictures of the maritime life of the rugged, intrepid islanders. The story is told with that racy quality of the true raconteur and the characterizations of Katrina and her sailor-husband, Johan, are unforgettable. M.D.C.

REVOLT AT SEA

By Irvin Anthony

Putnam. 1937. Price: \$3.00

Mr. Anthony has compiled in one volume accounts of some of the most significant mutinies in all maritime history. From the troubles of Magellan with several of his sub-lieutenants to the more recent mutiny of the U. S. Brig Somers in 1842 and on down to the revolts in Russian and German fleets during the world war, these dramatic stories are told in great detail. The reviewer was particularly interested in an account of the voyage of Lafayette back to France, which so very nearly ended in England, and most certainly would have ended in disaster had it not been for the quick-wittedness of the loyal members of the crew of the "Alliance". This book is a valuable addition to any nautical library. A.W.C.

STORMALONG

By Alan Villiers

(Scribner's) Price: \$1.75

This is a story for boys about Stormalong and Hardcase, 14-year old boys, who sailed with Captain Villiers aboard the "Joseph Conrad" on her cruise around the world. It is charmingly illustrated with sketches by young Hardcase and photographs by the author. The story is told in a vigorous, colorful, salty style which is sure to appeal to lads who like adventure. There is humor, too, and a refreshing honesty in describing the various experiences on the little squarerigger. A delightful Christmas gift for any boy of Scout age. M.D.C.

SAILING SHIPS

Their History and Development as Illustrated by the Collection of Ship-Models in the Science Museum N N N
By G. S. Laird Clowes

London. Published by His Majesty's Stationary Office.

Part I—Historical Notes. 1932. 95¢.

Part II—Catalogue of Exhibits with Descriptive Notes. 1936. 80¢.

These two invaluable handbooks should be in the library of everyone interested in sailing ships.

Mr. Clowes has made a study of the ship as a structure and a machine. He has emphasized particularly the evolution of the northern ship from the days of the Vikings, up through the middle of the nineteenth century when steam definitely showed its superiority over sail, even for long voyages. 270 models are described in detail.

These handbooks are well illustrated with photographs of ship-models and reproductions of marine paintings. I.M.A.

DEEP DIVING AND SUBMARINE OPERATIONS

A manual for deep sea divers and compressed air workers; compiled and edited
By Robert H. Davis

London. Saint Catherine Press. 18 sh.

While the first part of the Manual by Mr. Davis will be of essential value to those interested in the technique and equipment necessary for deep sea diving, the latter part of the book will prove fascinating to anyone who likes to read of the sea and the exploits of hardy men.

There are many tales of the salvage of ships and the recovery of precious cargoes. One of the famous treasure ships to be salvaged was "La Lutine", a
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Book Reviews

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frigate of 32 guns which was sunk in a storm in 1799 off the island of Vlieland while carrying 140,000 pounds and bullion insured for 900,000 pounds. The Lutine's bell is now suspended in the Underwriting Room at Lloyd's and is rung whenever a ship is lost, or an overdue vessel is reported to have reached port.

From the descriptions of naked divers in the Persian Gulf and Ceylon bringing up pearl oysters, to the account of the salvage of the scuttled German fleet at Scapa Flow, Mr. Davis has related the adventures of men who make their livelihood at the bottom of the sea. I.M.A.

The Institute's Service Division is greatly in need of a Monroe Adding Calculator, No. KA 201, or a similar type of calculator. When we published in THE LOOKOUT a request for a microscope, and later an appeal for a steel filing cabinet, two of our readers happened to have such things in their attics, lying about, of no use to anybody. We do hope that some kind friend may have stored away one of these calculators. However badly in need of repair, it will still prove useful for tabulations of lodgings, inventories and general clerical work at our hotel desk. If such there be, please notify our business manager, Mr. Leslie C. Westerman, 25 South Street, New York, N. Y.

SAILORS' DAY AT 25 SOUTH STREET

Sailors' Day was observed on Sunday, October 24th and 31st by the Seamen's Church Institute of New York. On the 24th the Holy Communion was celebrated at 9:30 A. M., and in the afternoon an organ recital was given by Dr. R. S. Adams of Passaic, New Jersey, the seamen being the guests of Mrs. George F. Shradly. In the afternoon, also, a Sailor's Day program was broadcast by the Institute over Station WABC (see page one).

In the evening the vested choir of St. Ann's Church sang, and the Rector, the Rev. Dr. E. C. Russell, preached.

On Sunday, October 31st, the Holy Communion was celebrated at 9:30 A.M. In the evening the vested choir of the Church of the Holy Apostles sang and the Rector, the Rev. Lucius A. Edelblute, preached.

A Letter from Dr. Deems

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duties which demanded practically all of his time and attention, there always seemed to be two or three sailors to whom he chose to devote some time and personal attention with a view to lifting them to higher levels of thinking and living. I believe he did this as a symbol to himself and to us that he believed in the importance of the personal and religious character of his great enterprise.

I know that it is your desire, Harold, to carry out, so far as possible, the vision of your great predecessor. I can assure you with absolute confidence that, in doing so, you will always consider the physical, recreational, educational, and social activities of the Institute as auxiliaries to its spiritual and moral objectives. Knowing you as I do, I am absolutely confident that your administration will in no wise betray the supremacy of those objectives that were always sovereign in Dr. Mansfield's conception of the purpose of the Institute.

Faithfully yours,
(Signed) Charles Deems

PLEASE CONTINUE

Occasionally our contributors hesitate to continue gifts because of strikes or other labor controversies involving seamen.

These inevitably cause suffering, and the Institute, neutral like the Red Cross, always needs money. Please have faith in ultimate and honorable settlements, and continue to help us.



Baptistry, Chapel of Our Saviour



Organ Console, Chapel of Our Saviour

TEN MONTHS OF SERVICE TO MERCHANT SEAMEN

BY THE

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

FROM JANUARY 1st TO OCTOBER 1st, 1937

146,042	Lodgings (including relief beds).
73,917	Pieces of Baggage handled.
391,576	Sales at Luncheonette and Restaurant.
149,201	Sales at News Stand.
13,334	Patronized Barber, Tailor and Laundry.
8,142	Attended 471 Religious Services at Institute and U. S. Marine Hospitals.
864	Cadets and Seamen attended 226 Lectures in Merchant Marine School; 49 new students enrolled.
47,892	Social Service Interviews.
11,988	Relief Loans.
5,115	Individual Seamen received Relief.
39,653	Books and magazines distributed.
3,437	Pieces of clothing and 533 Knitted Articles distributed.
2,346	Treated in Dental, Eye, Ear-Nose-Throat & Medical Clinics.
60,440	Attended 96 entertainments, moving pictures, athletic activities, concerts and lectures.
2,893	Attendance in Apprentice's Room.
199	Missing Seamen found.
1,901	Positions secured for Seamen.
\$156,949.	Deposited for 2,292 Seamen in Banks; \$23,653. transmitted to families.
9,989	Attendance in Joseph Conrad Library.
7,190	Telephone Contacts with Seamen.

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