

The LOOKOUT



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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

SIR FRANCIS DRAKE'S PRAYER

O LORD GOD, when Thou givest to Thy servants to endeavour any great matter, grant us also to know that it is not the beginning, but the continuing of the same, until it be thoroughly finished, which yieldeth the true glory. Through Jesus Christ our Lord. Amen.

Sir Francis Drake's Prayer was composed and read by him to his fleet on the day of his famous dash into the harbor of Cadiz in 1587. This bold and successful operation had much to do with the defeat of the Armada the following year.

The Prayer was adopted for use by the St. George's Society of New York in 1945.



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LOOKOUT

VOL. XLII, AUGUST, 1951

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THIS MONTH'S COVER gives a view of the Institute from the "barge colony," moored at Pier 5, East River.

Photo by P. L. Sperr

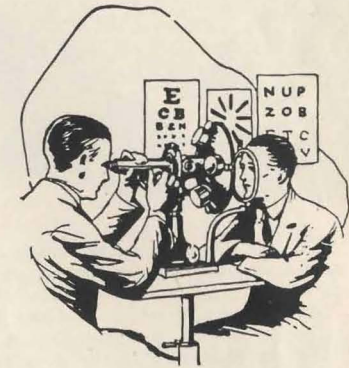
Two Faces In The Mirror

THROUGH a mist of tears 24-year-old Seaman Philip Pron looked into a mirror and adjusted his tie. Beside him stood a British seaman who had given him the greatest gift a man could possibly bestow. And yet, until a month ago, the man Philip saw reflected in the mirror had been a stranger to him.

Philip pondered on the mysterious workings of Divine Providence which had brought Seaman Eric Joseph to the same ward where he had been in the Marine Hospital at Stapleton, Staten Island. Just a year ago a huge steel door of a ship's refrigerator had struck Philip's head, blinding one eye and damaging the cornea in the other eye.

The cornea is a part of the eye that may be compared to the crystal of a watch, or the "window" through which the eye looks. Philip was barely able to see light because of the injured cornea and although treatments of penicillin, streptomycin and cortisone were administered, they were not successful.

One day Eric was admitted to the eye ward and struck up a friendship with Philip. Eric was from Kent, England and had been a pilot, a boxer and a merchant seaman. During a bout in Canada in 1946 one of his eyes was injured, and later when a shipboard accident caused further damage to the eye he was brought to the Marine Hospital. Doctors told him that although the rear part of the eye was totally damaged and he would never see again with that eye, the cornea was in good condition.



When Eric learned that only a perfect cornea could restore Philip's sight he thought about it a while and then asked the doctors if transplanting his cornea would be feasible. Five doctors, headed by Dr. Rudolf Aebli of the New York University Post-Graduate Medical School, performed the delicate operation of removing Eric's eye and transplanting it to Philip, then substituting a plastic eye for Eric. The eyes of both seamen were bandaged, and it was not for several weeks that they knew the outcome.


The Englishman who had sacrificed his eye for the American seaman said: "Now that Philip has my eye I hope that we both will be able to see out of one eye. It must be very bad for a person who cannot see at all."

When the operation was pronounced successful the nearly 900 patients at the Marine Hospital rejoiced at the "medical miracle" performed for these two seafarers. And when Philip Pron and Eric Joseph looked into the mirror, they were able to see each other's reflection, and to smile happily.

Vacations Afloat

By Cornelius F. Cronin, Jr., Chief Purser,
S.S. Excalibur, American Export Lines

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Cape Horn Sailor

By George Horne

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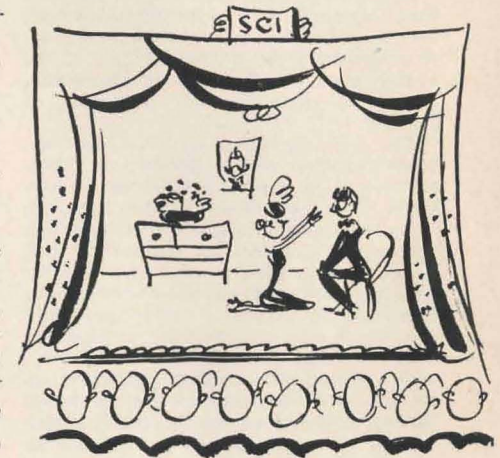
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*Reprinted from the New York Times
by permission, May 31, 1951*

Broadway Comes to South Street

ARENA staging, or "theatre-in-the-round," which was tried out on Broadway last year, has been more successful on South Street. Seamen like the intimacy of the circular productions which have been presented in our Janet Roper Club. Among the plays offered in arena style which won enthusiastic applause from the seafaring audiences seated "around the compass" were: "The Lady of Larkspur Lotion" by Tennessee Williams, presented by the Lavina Timmons-Herbert Berghoff group; "Meridian 7-1212," and "Happy Journey" by Thornton Wilder, presented by the Metropolitan Opera House Players, directed by Cassandra Brothers; "Little Women," "Peg O' My Heart" and numerous one-acters presented by the Curtain Call Players, directed by Mary Ann Dentler.

The Institute also has a well-equipped proscenium type of stage in its auditorium where variety type of programs are often presented. Volunteer entertainers from Broadway restaurants and nightclubs donate their services. The "emcee" of these shows soon wins the audience by his quips and patter, and the seamen applaud vociferously to show their enthusiasm. Child actors and dancers are especially popular. Among recent entertainment was the Iceland Restaurant Revue brought through the courtesy of Noel Lee. This was a fast-paced show which included a Negro comedian, a novelty band and specialty dancers. Other entertainers have included Dick Konter, guitarist, Al Bluhm, famous cowboy and banjo



player; the Empire entertainers, directed by Madeline Arrhenious; a group of Indian ceremonial dancers; the Vita Buffalo Bel Canto Group which presented "Hansel and Gretel." (One seaman told the hostess after this production: "I have never in my life heard or seen anything so beautiful." Many others were eager to thank the artists personally.) This group presented the opera "Carmen."

The Masque and Lyre Light Opera Company, directed by Dorothy Raedler, has presented ten Gilbert & Sullivan Operettas in our Auditorium.

It has been said that "there's nothing like show business," and there's also nothing like the generosity of show people who donate their talents for every good cause. Those who journey all the way down from Broadway to South Street do so because they have learned that seamen audiences are genuinely appreciative.

To the Rescue

EDITOR'S NOTE: Seamen are always quick to volunteer when needed for rescue work. Without thought of medals or awards they do the job that has to be done. The freighter American Counsellor story on this page is a case in point. Also published here are instances where injured seamen have been aided by Navy, Coast Guard and by other merchant ships—all in the tradition of brotherhood of the sea.

U. S. LINES' FREIGHTER RESCUES SOLE SURVIVOR OF TRAWLER OFF HOLLAND COAST

The United States Lines received word from Captain E. T. Fletcher that his vessel, the *American Counsellor*, had picked up two men from the overturned hull of the French motor trawler *Duc de Normandie*, which had foundered off the coast of Holland.

The C-2 cargo-passenger vessel was en route from New York to Antwerp on February 21st, in the channel between the Netherlands coast and West Hinder lightship, when, according to Captain Fletcher's voyage report, the lookout sighted "a long object ahead, almost awash." The freighter reduced speed, and on closer view a man could be seen standing on an upturned hull over which seas were breaking, and another man was clinging to a plank.

A lifeboat was launched, and as it approached, the second man collapsed and had to be pulled out of the water. A line was thrown to the man on the hull and he was pulled aboard. The unconscious man was hoisted aboard the *American Counsellor* in a litter and artificial respiration applied.

The ship proceeded to Flushing where doctors, requested by wireless, boarded with oxygen apparatus. The man, however, was pronounced dead after an hour. He was identified by the other man, Francois Rique, 22, as his brother, Pierre, 38, master of the trawler. The younger Rique is believed to be the only survivor of 24 men on board the motor trawler. Three waves hit the trawler in succession, the third turning it over.

The United States Lines has commended the following personnel of the *American Counsellor* who made up the lifeboat crew: Chief Officer, D. A. Calicchio of 11 Antrim St., East Boston, Mass., who was in command; Peter Woynarowski of 600 Calder St., Monaca, Pa., third assistant engineer; Oscar Alvarez of Jackson Heights, New York, boatswain; Henry A. Mushik of 210 Rebecca Street, Throop, Pa., able seaman; Hubertus Verschueren, able seaman; Milard Monteith of Route 1, Box 10, Sylva, N. C., able seaman; Luis Lorenzi of New York and Carlos Perujo of the Bronx, ordinary seamen; William McIntyre of Pleasantville Road, Tarentum, Pa., engine utility man; and Albert Tierbroodt, oiler.

BLOOD RUSHED TO SEAMAN

WEST PALM BEACH—Radioed appeals Thursday night had produced blood for transfusions in the fight for life of Ching Kofat, a Chinese seaman who had fallen into a ship's fuel tank.

Hospital and Coast Guard sources said he had been overcome by fumes and had suffered a possible broken neck and other injuries in the accident aboard the tanker *Meuse Argonne*. *Miami Herald*

OPERATION SAVES SAILOR

Ship's Physician Works 3½ Hours on Man Taken from Tanker

The story of the transfer at sea of a seriously injured Norwegian seaman and an emergency operation under storm conditions were related by Capt. Roy C. Christman, master of the Navy transport *Gen. R. M. Blatchford*, after the ship docked with 1,220 displaced persons.

Captain Christman said he received a call for aid April 5 from the Norwegian tanker *Regina* while en route from New Orleans to Bremerhaven. Turning the *Blatchford* from her course, he reached the *Regina* that midnight and picked up by small boat Albert Corneliussen, suffering from a smashed groin.

The Norwegian was taken immediately to the *Blatchford's* operating room, where Dr. Ralph L. Lum, ship's physician, performed an emergency operation, lasting three and one-half hours. Three days later the doctor performed a second operation.

The Norwegian sailor was later transferred to a hospital in Bremerhaven. Although still in serious condition, he wrote a warm letter of thanks there to the doctor and the *Blatchford's* crew, who had taken up a collection for him amounting to \$64. *New York Times*

COAST GUARD PLANE FLIES 480 MILES TO SEA TO BRING TWO SERIOUSLY INJURED MEN TO HOSPITAL

In answer to a call from the MSTS Transport *General J. H. McCrae*, a Coast Guard PBM/MARINER/flying cutter winged seaward before dawn recently to remove two seriously injured crewmen. After a water take-off through Marblehead Harbor, Mass., the plane, piloted by Lt. Harry A. Solberg, USCG homed on a radio beacon transmitted by the transport from a point 480 miles east of New York. Landing beside the ship in the predawn darkness, Lt. Solberg took the two stretcher cases aboard and took off for the shoreward flight, arriving at the Coast Guard Air Station, Salem, Mass., where the patients were sped to the U. S. Public Health Service Hospital, Brighton, Mass. by waiting helicopter and ambulance.

Injured in the accident during a lifeboat drill were Hamilton W. Rookard, Jr., 3rd Asst. Engineer, and John J. Winnie, Room Steward.

The New York-bound Cunarder *Mauretania* was prepared to make the rendezvous to bring the injured men ashore in the event weather conditions had made the air-sea removal too hazardous.

Rear Admiral John M. Wil, USN, Chief of the Military Sea Transport Service for the Atlantic, officially commended the Coast Guard and the personnel of the *McCrae* for the excellent teamwork in transferring the injured men.

MAN HURT AT SEA FLOWN 135 MILES

Burned Engineer Taken to Hospital by Helicopter

A Coast Guard PBM flying boat and helicopter joined in a relay race to save the life of David Semble, 29-year-old assistant engineer of the Canadian freighter *Triberg*, who was badly burned in a shipboard accident 135 miles southeast of New York.

At the United States Marine Hospital at Stapleton, S. I., where the engineer received emergency treatment less than four hours after the first call for aid was received from the ship's master, he was reported to be making a satisfactory recovery.

When the call was picked up at 10:40 A.M., a flying boat piloted by Lieut. Comdr. James A. Cornish was dispatched from the Coast Guard air station at Floyd Bennett Field to rendezvous with the Norfolk-bound freighter at a point ninety-five miles off Atlantic City.

Commander Cornish, who lives at 10 Oak Street, Baldwin, L. I., had difficulty in reaching the freighter by radio because the frequency he was using also was being used by planes and ships participating in the extensive rescue operation that followed the crash of a collier and Navy seaplane tender off Cape Henry.

At 12:40 P.M., however, he put down in a calm sea near the *Triberg* and the engineer was lifted aboard the plane from a small ship's boat into which he had been lowered on a stretcher. The transfer was completed within forty minutes and by 2:05 P.M. the flying boat was back at its Jamaica Bay base.

The next move was to transfer the engineer to a Coast Guard personnel boat and then to a helicopter waiting on the field. Piloted by Lieut. Eugene Farley, the helicopter put down on the lawn outside the Marine Hospital at 2:24 P.M.

Mr. Semble was taken to the operating room where he was found to be suffering from burns of the hands, arms and legs. When he regained consciousness after treatment he said that he was married and lived at 887 Manawagonish Street, Saint John, N. B., but because of his condition he was not questioned about details of the accident.

The 7,166-ton *Triberg* is owned by the Triton Steamship Company, Ltd., of Montreal.

New York Times, May 15, 1951



Photo by Seaman Orville Handlon

Seagoing Graduates



Instead of wearing the traditional caps and gowns, these graduates are wearing Merchant Marine officers' uniforms. They are members of the recent graduating class of the U. S. Merchant Marine Academy* at Kings Point who have joined the United States Lines as junior officers. These men were photographed on board the *American Clipper* before being assigned to various vessels of the Line.

*Note: The Alumni Association of this Academy has club rooms at 25 South Street.

"Empire State" on Annual Cruise

Four hundred Cadet Midshipmen of the N. Y. State University Maritime College at Fort Schuyler, the Bronx, sailed on June 14th aboard the training ship *Empire State* for its annual cruise, an integral part of the College's four year collegiate program. The itinerary includes Spain, Holland, France and Scotland. The College now has a four-year course for student mariners, graduating the midshipmen as third mates, or third assistant engineers, with a degree of Bachelor of Science; and Ensigns in the U. S. Naval Reserve.

EDITOR'S NOTE: The sons of two of our S.C.I. staff have attended these Maritime Schools. Alfred O. Morasso, Jr. was graduated from the U.S Merchant Marine Academy at Kings Point, served with the Moore-McCormack Steamship Company, and is now on active duty as a Naval Reserve Officer. His father, Captain Morasso, has been on the Institute's staff for 29 years, and is Manager of the Departments of Education and Employment. Milton Menz, son of George Menz, Registrar in our Merchant Marine School, is a third-classman at Ft. Schuyler and is now aboard the *Empire State* on the training cruise. His father served 8 years as a radio operator in the Merchant Marine and joined the S.C.I. staff in 1927.

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"What's in a Name?"

Mrs. Emily Goldstone, who has been a volunteer entertainer in the Janet Roper Club one evening each week since 1943, has made character analyses of hundreds of seamen. She uses Numerology, Astrology, Quabala and a little bit of Psychology. The men tell her their baptismal name, birth date and birthplace, and she then makes a study of this information and comes up with an interesting "reading" of each character. Seamen ask her innumerable questions about their jobs, their future, their problems.

Mrs. Lois Meldrum, the senior hostess in the Clubrooms, says that the seamen greatly enjoy these character readings and often return to report how "right" Mrs. Goldstone turned out to be in her predictions. Numerology goes back to the time of Alexander, and Quabala was used by the Chaldeans. It is based on the juxtaposition of the planets, combined with names and numbers. The readings help the seamen to understand their own character traits, and to rise above their frustrations and anxieties. Incidentally, Mrs. Goldstone uses the Nautical Almanac in her readings, and the men are amused when she figures out the latitude and longitude of their birthplaces rapidly and accurately.

This "Talking out one's troubles" to a sympathetic listener with a knowledge of psychology, as well as numerology, proves to be one of the most popular programs offered in our Club. Mrs. Goldstone became interested in helping here because her brother used to be in the British Merchant Navy. During the war she volunteered at the U.S.O. and at our Janet Roper Club at 3 East 67th Street.

Report of a Storm

EDITOR'S NOTE: Travellers often vie with one another telling stories of storms which they have encountered on the high seas. They usually end up their accounts with a quotation from the Captain of the vessel who told the passengers (after the storm was safely over, of course) that it was the worst storm his ship had ever endured . . . if not *the* worst, at least *one* of the worst. But all a passenger has to do during a gale is to stay in his stateroom and let his steward bring him celery, apples, and dry chicken sandwiches. But the crew are VERY busy . . . as witness the following letter from Captain Frank Marshall (who sailed as Chief Officer on the Liberty ship *Chian Breeze* of the Standard Fruit and Steamship Company) to Mrs. Violet Williams, one of our Janet Roper Club volunteers.

Captain Marshall has been a Captain in the Army, Air Force and Merchant Marine. He says that he has had so many narrow escapes on ships and in the air that "I must have a magic in me." He stayed at the S.C.I. for almost a year suffering from stomach ulcers. When he was finally able to pass the physical examination and the opportunity came to sail as Chief Officer from New Orleans, he flew down and went out from that port.

At Sea, February 7, 1951

Dear Friend:

Another 500 miles and we will arrive at our destination, the port of Bristol, England. As you can see, we are late, about two days and we are not sure yet if we can make it for Friday next.

The voyage started well, under a beautiful sky and a calm sea and we went along merrily around the Keys of Florida and thru the Bahamas. And then we had the Atlantic Ocean in front of us, and the fun

began. Before we reached the Bermuda Islands, we had a storm for two days. Just like an appetizer to make us feel at home. But we were ready for it and we went our way just the same. I suppose the good old sea did not like our "Devil may care" way because before we came to the Azores, the waves started rolling and the wind blowing and we were tossed around for 4 days. We went thru the Islands safely but with a life boat smashed and another damaged on deck. We pitched things here and there, secured everything aboard, nursed a few bruises and we were ready for the next blow, and believe it or not, it came with a bang last Sunday at 4 A.M.

Before long, we knew we were in a fight with nature. The waves started hitting us all over even on the bridge and we were battered without mercy until at 8 o'clock we could not take it anymore and we had to face it and heave to. It was too late to run for it and in the meantime *we had lost two more life boats and damaged the last one!* Damage on deck was heavy but we could not do a thing about it. It would have been suicide to try to go on deck. We took it on the chin until last night. Water everywhere inside the ship. Broken portholes, bent watertight doors, opened seams as well.

Finally the sea gave up, we didn't. And the wind abated enough to proceed on our course and try to reach port in one piece. This morning we ran into fog and we just received news that another storm is behind us, trying to catch up with us. It will be a race and we will win it, I am sure.

But life has not been funny these days and you can feel it aboard. Everyone is quiet and hoping and no doubt thankful. I know I am going to be a busy man tomorrow and the next day. So I hunted for some writing paper and this is all I could

find to give you my news. I am tired, believe me, and I just wait to be able to sleep a full night in my bed without having to pick myself up from the deck.

I hope I will have a few words from you on arrival.

Sincerely,
FRANK MARSHALL

"We had lost two more lifeboats and damaged the last one!"

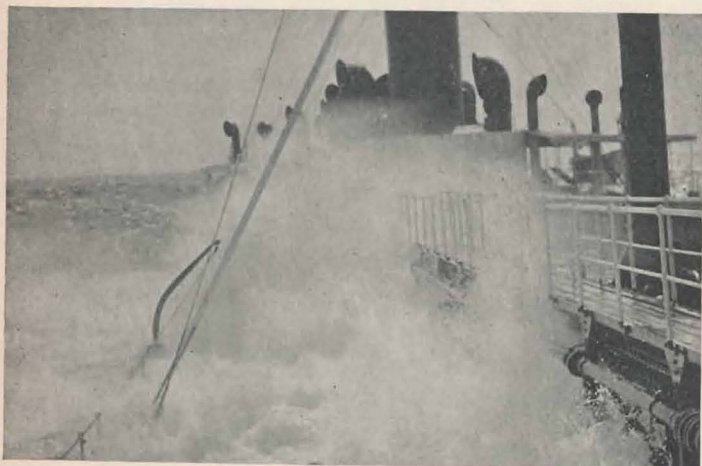


Photo by Julius Saewitz

Friday eve, February 9th

Hello there!

Well here we are at Avonmouth, the port of Bristol in good old England. We are sound and safe and assured of some rest for the next two or three days. And we all need it. On arrival, I wondered why all the people kept looking at our ship with surprise. Once ashore, one look was enough to understand their feelings. We sure make a sorry picture from outside, like a beaten dog. And some of these persons wanted to know how it feels to go thru such a mess! How can one explain that? I would like to know!

No news yet from home. Maybe tomorrow, sailor's hope always. Tonight, I will tuck myself in and forget the world for hours, my first real rest in a month.

Best wishes and regards.

from

FRANK MARSHALL

HUGE SEA HITS SHIP

Americans Reach Avonmouth Safely

An American Liberty ship steamed proudly into Avonmouth today — battered, but still floating.

For a few days, hundreds of miles out in the Atlantic, the crew had had their fingers crossed. For the ship was on her first voyage after being laid up since 1949. She was being lashed by heavy seas and violent winds. Of the four lifeboats, three were useless.

"She stood up fine," said the skipper of the *Chian Breeze*, Capt. C. E. Mabee. With the world situation as it is today, hundreds of the old Liberty ships are being brought back into use. The *Chian Breeze* was brought out, overhauled, stored, crewed up, sailed—all in six days. She sailed from New Orleans on January 18, bound for Avonmouth with a grain cargo.

"It was the first sea that hit us that did the damage," said Capt. Mabee. "It tore one of the steel lifeboats loose and flung it against the engine-room skylight. The storm lasted for four days. We had to heave to for three. But I suppose it was nothing out of the ordinary." Chief Officer Frank Marshall told the "Evening World"; "The wave came right over the smoke stack and the wheel house." But at Avonmouth it was found that the cargo was still bone dry.

Clipping from the "Evening World,"
Bristol, England

VACATIONS AFLOAT

(Continued from Page 3)

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Book Reviews



RETURN TO PARADISE

By James A. Michener

Random House, New York, 1951, \$3.50

Mr. Michener writes with the sincere conviction that what goes on in the Pacific is of vital importance to Americans; that we Americans have only the vaguest notion of what conditions among the people there are like. He attempts to lure American readers into learning more about them by means of a book that is a combination of fact and fiction. To this end he has written a series of essays with information about the Pacific, but vivid and provocative to read. Thus the essay *THE ATOLL* is really about the original of these romantic fragments of coral built land, but you see them through the eyes and the words of real people who have lived and are living on them. The essay is followed by the *story* of Mr. Morgan who barged into the austere life of the missionary bound natives of the atoll and finally after bloody and destructive fights made his peace with Mr. Cobbett, the tyrannical missionary. It is a good yarn and when you are through you feel you know a lot more about life on a coral atoll. People who have seen the play *SOUTH PACIFIC* will read this book with special pleasure. Always the story is the first consideration, but out of it grows a wider and deeper knowledge of the people and the places, whether they be New Zealand, Australia or the war-torn islands along The Slot. This is entertaining and important reading.

WILLIAM L. MILLER

MERCHANT MARINE OFFICERS' HANDBOOK

By E. A. Turpin and W. A. MacEwen

Published by Cornell Maritime Press, \$7.00

The Merchant Marine Officers' Handbook has two main purposes: to serve as a practical reference book for everyday use on shipboard and to give the essential infor-

mation required for Masters' and Mates' examinations. This new edition fulfills these purposes.

Following an introduction on the day-by-day work of ship's officers, the Handbook explains the instruments and accessories used in navigation: Piloting, Tides & Currents; Sailings; Celestial Navigation; Meteorology; Cargo; Ship Handling; Cargo Gear; Ground Tackle; Signals; Rules of the Road; Ship Construction, Maintenance & Repair; Tonnage & Stability; Fire; U. S. Navigation Laws; Engineering for Deck Officers; First Aid & Ship Sanitation.

The large Appendices include Examinations for Licensed Officers, Enlistments in the Naval Reserve, Mathematics, Tables and useful information. This is a very complete book, recommended for any American Merchant Marine officer. It is very well indexed.

CAPT. C. UMSTEAD

THE MARINERS' MUSEUM 1930-1950

A History and Guide

Museum Publication No. 20

The Mariners' Museum, Newport News, Va., 1950

The book is a fine pictorial description of this important American museum and park system. Lying only twenty miles down the peninsula from Williamsburg, Virginia toward Newport News it is situated in one of the most romantic and historically significant portions of Virginia. Nearby is the site of Old Jamestown, the first important English settlement in America. Across the peninsula on the York River lies Yorktown, scene of Cornwallis' surrender and the end of the Revolutionary War. Old Point Comfort, Hampton Roads, Langley Field, Fort Monroe, Norfolk are some of the places within easy reach of each other and of the Museum and accessible by rail, air, highways and water from all parts of the country.

The Museum itself, as the book beautifully shows, is a treasure trove for all who have any interest, whether scientific, historical, sentimental, romantic or commercial in the story of shipping. Here are models of boats of all kinds: primitive craft, Indian canoes, sailing vessels of all lands and of all periods of history; here are prints, books, relics, monographs for the research worker in marine lore, instruments for celestial navigation, depth indicators, models of warships; also portraits, pictures of ships, of famous battles. It is hard to give an idea of the great store of material of all kinds. This locality is a part of America that all Americans should visit and visitors to the Museum should purchase a copy of *THE MARINER'S MUSEUM* as a valuable souvenir to take home.

W. L. M.

Marine Poetry

SALUTE TO THE MEN OF THE "AFFRAY"

R.M.S. "Queen Mary"

(Crossing the English Channel, April 19th, 1951)

Hail Submariners! Gone to rest

Not in the throes of battle bravely borne;
Thro' green-tinged depths our signal hal-
liards fly

"Blow Negative!"—and rise to greet the morn.

Another silent victim of your calling's fate,
Where liest now the "Boat" which bore
you down?

And we who pass o'erhead, and stand and wait

All help to share the burden of your crown.

Farewell, our comrades of the heaving deep,
Bless'd with the key of Neptune's high estate;

Farewell you "Pigboat" men, and may you sleep

In peace below, until you stand before the Golden Gate.

So let each one stand stalwart there and proud,
Commander, Coxswain, ratings—British men,

Droop not your heads, but lift them high and say

"We did our solemn duty, as we saw it then."

Come to salute! My shipmates standing in to land,

Our Island gateway lights have raised their loam,

Whilst 'neath our keel the yellow moving sand

Drifts quietly round your mystic silent tomb.

ERIC THOMPSON

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GREY'S RULES-OF-THE-ROAD RHYMES

Green to green or red to red,
Perfect safety, go ahead.
If upon my port is seen
A steamer's starboard light of green,
There's naught for me to do but see
That green to red keeps clear of me.
But if to starboard red appear,
It is my duty to keep clear.
Then act as judgment says is proper,
Ease her, go astern, or stop her.
Whether in safety or in doubt
Always keep a good lookout.

There are numerous jingles about the weather,
of which the following are a few:

Rain before seven,
Clear before eleven.

When the sun sets behind a cloud,
A westerly wind will you enshroud.
When the sun sets as clear as a bell,
An easterly wind as sure as hell.
When the wind shifts against the sun
Trust it not, for back it will run.
A red sky at night is the sailor's delight
A red sky in the morning is the sailor's warning
Evening red and morning gray,
Are certain signs of a fine day.

(Referring to the barometer.)

First rise, after low,
Indicates a stronger blow.
Long foretold, long last;
Short notice, soon past.

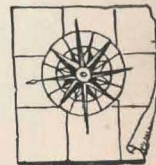
When the glass falls low,
Prepare for a blow;
When it rises high,
Let all your kites fly.

(Squalls.)

When the rain's before the wind,
Halyards, sheets, and braces mind.
When the wind's before the rain,
Soon you may make sail again.

(Hurricanes.)

June, too soon; July stand by;
August, lookout you must.
September, remember,
October all over.



Courtesy, Cunard Steamship Co. Ltd.

Eric Thompson, Carpenter, R.M.S. Queen Mary

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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,"** 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.

* It is with keen regret that we announce the death on July 13th, 1951, of Mr. Frederick P. Delafield, a loyal and active member since 1939.