

The LOOKOUT



—From the Painting by Gordon Grant

THE GLORY OF THE VIKINGS:

LIEF ERICSSON'S SHIP

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXVII.—NO. 6

JUNE, 1936

THIS MONTH'S COVER is reproduced from a painting by Gordon Grant. Commander of his Viking ship, Leif Ericsson was a man of striking appearance and impressive personality. The saga-men of the seas composed his crew. Their skill in shipbuilding and in seamanship gave to them a maritime superiority. On Ericsson's return voyage from Norway to Greenland, he encountered the Storm-Gods of the seas but his leadership of courage and faith, ably assisted by his Norse crew, guided the vessel safely through. However, he found that he was driven much off his course and, trying to regain his nautical bearings, sailed on and landed (about 1,000 A.D.) on the shores of what is now New England, which he named Vinland. The navigation of these seafarers was very simple, getting their position at sea by measuring the height of the sun by its shadow and their direction by the North star.

The LOOKOUT

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SEAMEN'S CHURCH INSTITUTE
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.

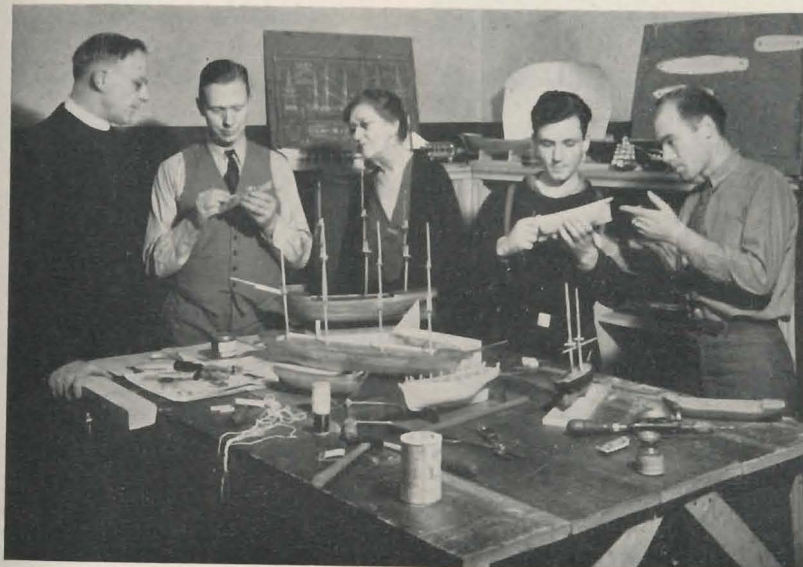
The Lookout

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Shipmodeling A Popular Hobby



Mr. Kelley and Mrs. Roper Visit the Institute's Ship Modeling Class.
—Photo by Paul Parker.

ONE of the finest collection of ship models to be found in New York is on view at the Museum of Science and Industry in Radio City. If you're interested in knowing which came first: the "Savannah" or the "Clermont", the "Half Moon" or the "Santa Maria" (and even if you're not, you'll find this collection fascinating) you can mentally get set on the historic course of ship evolution by taking a look at these models. Beginning with a model of an Egyptian ship (based on reliefs found on early Egyptian tombs), the exhibit visualizes the early Phoenician vessels; the Viking ship (modeled from a hull excavated in northern Germany); the Greek trireme with three banks of oars; the Norman ship of the 12th and 13th centuries; the English ship of the same period; the "Santa Maria," flagship of Columbus; the "Half Moon" on which Henry Hudson sailed from Holland in 1607; the "Mayflower" in 1620; the U. S. Frigate "Constitution" in 1795; Robert Fulton's "Clermont" in 1806; and so on, down through the centuries, including frigates, brigs, packets, clippers, the steam-

ship "Savannah", (first steamship to cross the Atlantic, 1818); whaling vessels, Mississippi River steamers, towboats, freighters, tankers and, finally, the "Normandie" and "Queen Mary."

The most beautiful model in the whole collection is that of the "Sovereign of the Seas", built in 1637, the largest ship built in England up to that time and probably the most magnificent wooden ship in marine history. This model was constructed by Henry B. Culver and Paul Chalfin from plans furnished by the British Admiralty.

Ship-modeling is a hobby popular with landlubbers and seamen alike. Here at the Institute a group of unemployed seamen through a WPA Project are learning how to construct models of every type of vessel from the Roman galley to the "Manhattan." One sailor, Chester Horton, has made a stunning model of "H.M.S. Bounty"—a trig little craft. Under the instructor, Lester Owen, also a seaman, the students construct accurate models, using authentic blueprints. When the models are completed the Institute endeavors to sell them—thus rewarding the seamen for their skill and industry while ashore, awaiting jobs.

One of the strangest ship models may be seen at the Institute among other relics dug up from the mud of Coenties Slip, during the excavating for our Annex foundation some years ago. This little wooden ship model, thought to be a child's toy (probably owned by a little Dutch or Colonial boy), was only recently adjudged by marine historians to be an authentic replica of ships of the period, about 1700.

When you read of the "Queen

Mary's" displacement tonnage being 77,500, far greater than for any ship built heretofore, just, for contrast, look at the model of the tiny "Santa Maria", (at the Museum of Science and Industry) the original of which had a displacement of 96 gross tons, and ponder on the evolution of ships!

For Sale

The Institute offers five marine prints in full color, by Gordon Grant, famous marine artist, size $11\frac{3}{4} \times 16\frac{1}{2}$ ", on mats, ready to frame. The set includes: English 14-gun Revenue cutter of 1815; the Viking Ship; Elizabethan Ship of 1588; The Howker and The Brig. These fascinating lithographs are ideal for home decoration and are a valuable addition to libraries of the sea-minded. Set of five, including postage \$3.00. Single prints, \$1.00.

We have handmade cord belts in white and in assorted colors, size 34" to 42", made by unemployed seamen, at \$2.50 each. They are very durable and most suitable for sport wear for men or women. Special orders, specifying waist measurement, and colors, \$3.00 per belt. Also, ships-in-bottles, at \$1.00, \$7.50 and \$10.00 and ship models from \$15.00 to \$100.00. Silhouette ship prints ($8\frac{1}{2} \times 11$ ") are \$.25 each, and postcards \$.10 each, including postage.

Also, because of popular demand, we have reprinted Josephine Daskam Bacon's poem: "The Last Voyage", referring to the deaths of Kipling and King George, and these are available, size 6" x 9", on heavy white vellum, at \$.10 each, plus postage.

Haven for Ancient Mariners

LOOKOUT readers will be interested in some facts concerning a famous marine institution: namely, the picturesque Sailors' Snug Harbor, located on Staten Island, on the banks of the Kill Von Kull, a part of New York Harbor. There has existed a popular misconception that this home for ancient mariners was an A-1 example of how not to bequeath an estate. Many people have spoken slightly of "The dead hand" having tied up and restricted the estate so as to prevent its being very useful today.

The other day THE LOOKOUT editor was privileged to see a copy of Captain Robert Richard Randall, Esq.'s will (the original reposes in the safe deposit vault of a New York bank) and discovered the plain facts of the case: On June 1, 1801, Captain Randall executed his last will and testament, (drawn up by Alexander Hamilton) bequeathing practically his entire estate (with the exception of some gold shoe buckles, knee buckles and sleeve buttons for his servants and annuities for his nephews and brothers) for the establishment and maintenance of a "home for aged, decrepit and worn-out sailors, to be known as 'The Sailors' Snug Harbor.'"

The estate of Captain Randall consisted chiefly of a farm of about twenty acres once known as "Sandy Hill," located on Manhattan Island bounded to-day roughly by Fourth and Fifth Avenues, and Sixth and Tenth Streets, centered by Washington Square. This farm yielded an income of \$9,074. in 1825 and, in contrast, yielded in 1925 an income of \$1,178,869. This tremendous increase in the value of the



—Photo by F. Allen Morgan.
Around the World by Memory

property has led to all sorts of rumors such as: the trustees of the Harbor have so much money they don't know what to do with it. This is far from the case, for at present more than 800 aged, decrepit and out-worn sailors are spending their declining years in peace, comfort and self-respect, exactly according to the wishes of the man who made the will. Since the accommodations at the Harbor for old salts is less than 900, it would seem as though the trustees were able to make use of Captain Randall's money, after all. It costs about \$450,000. annually to maintain the Harbor. Taxes on the New York property alone cost \$250,000. annually. Real estate values have depreciated in recent years so that there have been substantial deficits since 1932.

Another popular misconception is that only sailing ship sailors can be admitted to the Harbor, for the good Captain could not visualize the age of steam, and that today there

are not enough sailors with sail experience to qualify. The truth is—the will makes no mention whatsoever of the kind of ships the sailors had served on—and so today, the Harbor cares for aged, decrepit and wornout engineers, firemen, captains and mates of steamships, freighters, tankers, tugs, barges, and also fishermen. Apparently the general public never gave Alexander Hamilton credit for writing a flexible will.

In order that the purpose of the will will be carried on in perpetuity, it was provided that the administration of this trust should be committed to the following persons: the Chancellor of the State of New York, the Mayor of the City of New York, the Recorder of the City of New York, the President of the Chamber of Commerce, the President of the Marine Society, the Rector of Trinity Church and the Minister of the First Presbyterian Church. The offices of Chancellor and Recorder have since been abolished, but the others are continuing offices and each incumbent automatically becomes a trustee of the Harbor.

The grounds of Sailors' Snug Harbor comprise about one hundred acres and are entirely enclosed. Some sixty acres are laid out in lawns, flower-beds and fine shade

trees. The buildings, of which there are about thirty, are of beautiful architecture. Eight main buildings are used for dormitories and mess halls, connected with corridors of stone and brick as one building. Others are the Randall Memorial Church, and several hospitals. The fullest liberty is allowed the old shellbacks who reside there—and all of them, as soon as they enter the doors of the place, are addressed for the rest of their natural lives as "Captain", regardless of their rating on shipboard. All the Governors of the Harbor have been sea captains, although this is not required in the will. The present Governor, Captain Howard A. Flynn, became master of his own vessel at the early age of 21. For many years he was Marine Superintendent of the C. D. Mallory Company.

Many people confuse the Harbor with the Seamen's Church Institute of New York. There is no connection whatever. The Institute is the largest shore home in the world for active merchant seamen of all nationalities and faiths, and is located at 25 South Street, Manhattan. It depends on voluntary contributions for about half of its income. The seamen pay the rest, in moderate charges for rooms and meals.

Dear Nick Kenny—Your recent poem, 'How Long' is occupying various places of prominence at the Seamen's Church Institute, and is inspiring many a wanderer to write home to mother. Why don't you publish it again for "Mother's Day" which is Sunday?
—Seaman Ed G. Russell.

HOW LONG?

How long since you wrote to mother
And told her you loved her so,
Hiding the aches and the bitter tears
That you wouldn't want her to know?
Mothers are such valiant creatures—
Unknown heroes in life's game—

When a boy goes wrong, his mother
Always tries to take the blame.
They are flowers from God's Garden,
Sent to earth for just awhile,
Yet when gone their fragrance lingers
In the hearts that knew their smile.
How long since you wrote to mother,
And told her things were fine?
You'll make her heart gay if you'll do it
today,
So just sit down and drop her a line!

—NICK KENNY.

Reprinted from *The Daily Mirror*

To Welcome the R.M.S. "Queen Mary"



Commodore, Sir Edgar Britten



Staff Captain, B. H. Davies

Among the thousands of ship-minded folk who thronged to New York's waterfront to witness the thrilling spectacle of the new Queen of the seas steaming through the Narrows into New York harbor, probably none were more excited than our seamen who gathered on the Institute's roof on June 1st. It was a gala day for all, and the Institute's house flags added to the color and festivity in lower Manhattan. Incidentally, many people telephoned to know why we showed the British flag at the top of the mast. This was in accordance with navigation rules that the ensign flies at the peak, since the Institute's flagstaff is rigged with a gaff, like the mast of a ship. To welcome a foreign ship, it is correct to fly the flag of that country at the mast-head and the American flag at the peak.

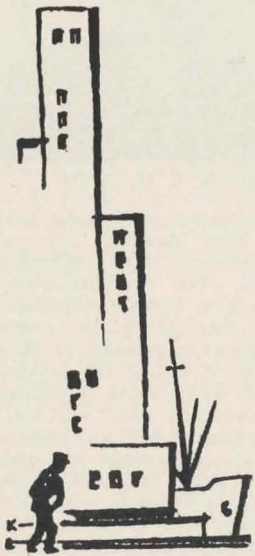
The climax of the week's festivities, from the Institute's point of view, was the supper dance and all-British fashion show held on Thursday evening, June 4th, on the Starlight Roof of the Waldorf-Astoria, for the benefit of the Institute. This affair was arranged through the courtesy of the Cunard-White Star Line through the kind offices of Sir T. Ashley Sparks, and was made possible by the generous cooperation of the Waldorf-Astoria's management, Mr. Lucius Boomer, president and Mr. Augustus Nulle, treasurer. The British clothes were brought over on the "Queen Mary" by Mr. Edward H. Symonds, of Reville, Ltd. Dressmakers to Her Majesty, Queen Mary, representing the following London dressmakers: Robert Douglas, Norman Edwards, Charles James, Lachasse, Winifred Mawdsley, Ronald Morrel, Digby Morton, Reville, Peter Russell, and Victor Stiebel. Miss Marion G. Foltz directed the fashion parade; Mr. Edward Paul

England, III, directed the music and entertainment. Miss Margaret Case, of the "VOGUE" editorial staff commented on the fashions. We are particularly indebted to Lt. Col. Norman Thwaites who represented the Institute in London in making all the arrangements, to Miss Elisabeth Penrose, editor of the London "VOGUE", and Mrs. Edna Woolman Chase, editor-in-chief of "VOGUE" without whose encouragement and cooperation the fashion show would not have been possible. Thanks are also due to the New York shops which so graciously supplied the accessories: Frank Brothers and the Kidskin Guild for shoes; Alfred Dunhill for handbags; Church for riding boots; Fownes Brothers for gloves; Le Bas for stockings; Cartier for jewels; John Wanamaker for favors ("Queen Mary" 1936 Perfume); Abercrombie & Fitch for sporting equipment; Dupont for hunting equipment; Elizabeth Arden for coiffures and make-up of mannequins. British men's tailors who sent clothes made of Mallinson's all silk suitings were: Jarvis, Hamilton; Hawes & Curtis, Ltd. and West & Son. Men's formal clothes were tailored by DePinna from English fabrics.

We also appreciate the assistance of the theatrical stars in providing entertainment: Miss Gladys Cooper, Mr. Philip Merivale, Mr. Jack Barrett, Harriet Carr, Lucille Ballantine, Paul Pierce, Helen Gray, William Moffa, Jan Rubini, Raphael and Alan Corelli of the Theatre Authority.

Finally we wish to thank the Committees who worked so hard and the contributors who purchased tickets so generously. The success of the affair is due to their generous support.

Castaways



CASTAWAYS

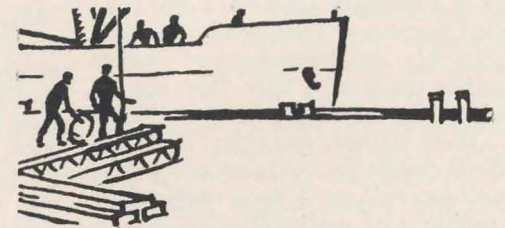
• "Shipwrecked on a desert island"—favorite musical comedy theme—Nature and an accessible wreck furnish our hero with security and comfort until the inevitable speedy rescue. • In real life, thrown by economic disaster upon no palmy desert island but the unfriendly shores of Manhattan, our hero, a jobless seaman, may



find nature even here, food and shelter hard to get, and resources doubtful—unless he discovers channels open to his skill and initiative. • For years he and hundreds of his fellows, merchant seamen whose ships are stuck in Depression Straits, have managed to live by skill in hand-crafts: some build ship models to bring a few dollars; some weave belts of nautical cord, or cast anchors and chains of wood; a few have learned use of the brush, and paint sea and ships they know. The *Seaman's Church Institute of New York* has helped them sell what they make. • Hundreds unwillingly idle, most are resourceful. Thanks to YOU and other friends, the Institute is able to

offer them instruction in navigation, a library, movies, a varied program of athletic and social recreation. Even more essential, the Institute strives to help these unfortunate men—whether they need a bed, a bath, a square meal, a postage stamp, a pair of socks, carfare to a prospective job, or just an encouraging smile.

• The Institute urgently needs *YOUR* help in this so important work, that—the world's cargoes once more moving—men will be fit in body, mind, and spirit to man busy ships. Please make checks payable to the *Seaman's Church Institute of New York* and mail to 25 South Street, New York, N. Y.



Drawings by Donald Graeme Kelley

India House



Figurehead of the "Glory of the Seas"

ONE of the most picturesque landmarks on New York's waterfront is India House, on Hanover Square. Visitors to downtown Manhattan who visit the Stock Exchange, the Aquarium and Trinity Church, are missing a great deal if they do not also visit India House. There's only one "hitch"—you must be accompanied by a member. So if you know someone connected with foreign commerce find out if he is a member (there are 450 resident members) and ask him to show you this fascinating place where gather those who bear "the burden of the desert of the sea."

Well named, because "The Indies" stands for overseas commerce, well-located, on a spot redolent of traditions of early New York shipping, such is India House. It contains over 60 ship models of famous sailing ships like the Flying Cloud, Staghound, Young America, Sovereign of the Seas, Red Jacket, Sea

Witch, Tusitala. Over 200 oil paintings, water colors, rare etchings, woodcuts and Currier and Ives prints adorn its walls. Over the main stairway is the original figurehead of the "Glory of the Seas", famous vessel, the gift of Mr. James Farrell. Portraits of Donald McKay, John Paul Jones, and other celebrated marine figures may be seen.

While you eat your hors-d'oeuvres and East Indian curry (for these two things India House is famous) you may see as fine a maritime collection as those to be found in the Peabody Museum or Essex Institute of Salem, Mass. You may see here the only known portrait of the Sea Witch, the extreme clipper which had such a fascinating history.

The ghosts of Captain Kidd, Captain Samuels, Captain Edwards, walk here. Although India House was not organized until 1914, the site of this maritime club figured prominently in the history of Old New York. The city's first hotel was first built in 1648 on Hanover Square, at that time the principal shopping and shipping district.

Mr. James A. Farrell is the President of India House, and he has presented to the club many of its rare ship models and paintings. The founding of this unique club coincided with the beginning of a new spirit of sea-mindedness in America. On its walls are traced the pictured story of a maritime people.

Like the INSTITUTE, it pays tribute to the heroism, gallantry and seamanship of the men of the merchant marine.

Christian Neighboring On the Waterfront

By the Reverend Harold H. Kelley

(Address before the Convention of the Diocese of New York, May 12, 1936)

MR. CHAIRMAN, AND GENTLEMEN OF THE CONVENTION:

IT IS a pleasure to present by title the 101st Annual Report of the Seamen's Church Institute of New York (viz.: April *Lookout*, Ed.), and to thank the Diocese of New York for its sponsorship of our work and its share in our support.

This second oldest missionary and welfare organization of the Diocese is truly an adventure in Christian neighboring on the waterfront of this great port. In the well-loved parable of the Saviour, sacerdotalism and officialism having passed by the victim of the robbers, a compassionate neighborly Samaritan rendered first aid, provided emergency care and arranged lodgings. Today, I am happy to say, the priesthood and the professions no longer "passing by" are loyally serving as devoted members of our Board of Managers and helping with prayers and money, as neighbors to merchant seamen.

For many decades after the founding in 1834 of the Missionary Society out of which the present Institute has grown, the robbing, stripping, beating, killing and neglect of seamen was an actual fact, and this port of New York won the unenviable reputation of being for seamen the "worst waterfront in the world". Those were the days when seamen were scarce and ships were floating prisons, days of crimps and sailor boarding-house keepers, unprincipled masters and shipown-

ers, who used every means to supply ships with crews through drugging, blood-money, and shanghaiing, days of low wages and worse food, of cheating, of flogging, of irons. Seamen were robbed of their property, rights, characters and bodies. Even as late as Dr. Mansfield's beginnings in 1896 many of these conditions prevailed, but thanks to him and his associates, thanks to the raising up of certain prophets within the ranks of sea labor itself who organized unions dedicated to the improvement of their craft, of working conditions and of wages, thanks to the increasingly fair and benevolent attitude of the operating ship-owners and to our general social progress, these forms of actual robbery of merchant seamen have been virtually exterminated, and now New York vies for the pennant as being for seamen "the best port in the world". The Institute is proud of its share in this improvement.

However, even if and when the last traces of these crass forms of robbery of seamen are scotched, when a carefully selected and well-trained body of officers and men man our ships under the best living and working conditions and at good wages, and when employment is reasonably regular, there will still be something of which seamen by the very nature of their trade, will continue to be deprived, and that is normal home life. We whose work is ashore and near our own homes can only understand this by trying

to picture our own lives without our homes. There would be not only the loss of our natural association with our families, but of such by-products as our best friendships and recreations, the clubs and other organizations in which we enjoy membership, perhaps our politics and more than likely our church life. Such is the deprivation of the seafaring man, with parents living, or with wife and family, when he is away for weeks or months from the port where his home is located. For the seaman who has no home ties at all—and there are all too many of them—the situation is still worse. A homeless man cannot be a normal man. Further,—and we ourselves would experience this if suddenly deprived of our own homes—the homeless man is easily discouraged and rendered discontented, the quickly sought victim of agitators for various mechanical “isms”, most of which are foreign, conceived in selfishness and dependent on force for their consummation. Such malcontents particularly incite seamen, for they are a virile body of men and their constant traveling makes them capable potential missionaries. But in every important world port, give these men a home which they can call their own, a type of home of which the Seamen’s Church Institute of New York is the largest and most comprehensive, thus restoring to them something of the life of which their vocation, through no fault of their own, deprives them, and they are happily grateful and begin to build up the friendships, the recreations and perhaps the religious life which are the right of the normal man.

Such is our privilege as your rep-

representatives at 25 South Street. The Institute is not mechanical nor an expression of an “ism”; it is essentially personal and neighborly in its approach and service to seamen, it expresses the Christ on the waterfront. Where it does touch economics, its influence is toward the proper harmony of means, brains, and brawn which are, after all, implements of personality, even though termed capital, management and labor. We give seamen the best possible substitute for home, the thirteen-story house built by Dr. Mansfield, my predecessor, Mr. Baylies and their associates, crowning the work begun by those young missionary-minded clergy and laymen a century ago, partly self-supporting but needing about \$100,000 per year from you and from other friends, and from the special offerings of the diocese congregations.

We want to serve the clergy and laity of this Diocese in every possible way. Send to us any seaman in trouble who may apply to you for counsel or aid. Let us be your clearing-house for waterfront information, even as we are for many libraries and museums of New York. Do not give the use of your names to waterfront movements without checking with us as to status, worthiness, and the authenticity of their claims.

This waterfront is less drab because of the Seamen’s Church Institute of New York. For the seaman whom we are commissioned to serve, men like those from whom the Master of men chose most of his Apostles, I ask your continued prayers and support, that “25 SOUTH STREET” may always stand as a center of *Christian Neighboring on the Waterfront.*

Editorial Approval

Leaping a Centennial

The report of the SEAMEN’S CHURCH INSTITUTE OF NEW YORK for 1934 was numbered the ninetieth, but since its issuance documents have been discovered which establish 1834 as the year of its founding. It thus finds itself in a new century of its existence, the report for 1935 being the 101st. But incidentally it has missed a celebration of its centenary, leaping as it has done across the threshold of the new century. Perhaps it is not too late for the friends of this most beneficent institution to recall this event and to add something to the endowment of the Institute, for the years that were forgotten. An indebtedness for the Annex of several hundred thousands still stands and an endowment is anxiously needed, for a sum of \$100,000 is required annually in addition to operating income.

In what was really the first year of its new century it had a turbulent and difficult time, a tempestuous voyage, but the outlook for 1936 seems somewhat brighter than for some years past. Yet in all the “battling against currents” in 1935, it provided lodgings to the number of a third of a million and more than a million meals, besides numberless varied other services, of which the giving of relief in the form of food, shelter, clothing and credit loans and the finding of jobs afloat and ashore are especially to be noted. This waterfront “anchorage” is in a good measure responsible for making what was once the “worst seaport in the world” the best.

The New York Times
Tuesday, April 14, 1936.

Home Is the Sailor

Days when the seafaring man home from round the Horn fell among thieves as soon as he set foot on shore are, happily, far behind. It was common experience for the arrival, with his less than moderate wages in his pocket and ashore perhaps for the first time in months, to be robbed by harpies that infested the waterfront. His money gone, he was drugged or knocked on the head and bundled aboard ship again as a foremast hand. Having barely sampled the dubious pleasures of South Street, he was again outward bound, battered and penniless. Perhaps no one agency has done more to free the friendless follower of the sea from those shocking conditions than the fine institution whose beacon light beams nightly over the East River at Coenties Slip. THE SEAMEN’S CHURCH INSTITUTE OF NEW YORK, whose 101st annual report is now made public, makes a brief summary of its activities for the year. It provided more than a million meals for merchant seamen of all nationalities; lodgings supplied totaled 344,911. Other services included finding work for men out of employment, caring for their savings and their mail and, in many cases, reuniting families that had long been without news of their sailor sons.

The Rev. Harold H. Kelley, superintendent of the Institute at 25 South Street, in making public the report emphasized that while guests of the institute are punctilious in paying their way, when they have money, it is necessary to provide for many who are without funds. He pointed out the need for regular voluntary contributions amounting to \$100,000 annually to carry on the religious, relief, recreational and other philanthropic activities of the institute. New Yorkers who believe that the work of changing New York from “the worst seaport in the world” to the best is worth encouraging have here an opportunity to help.

New York Herald Tribune
Monday, April 13, 1936.

Book Reviews

MIDGET MAGELLANS: Great Cruises in Small Ships

(Harrison Smith) Price: \$3.00
An interesting book about individual adventurers who have made long voyages in small boats, for the most part of their own building. The author has chosen an amazing group and what he tells of them, particularly of Captain Joshua Slocum and of "Venturesome Voss" makes one wish to read their rather more salty first hand accounts. There is a splendid map showing the various courses and a number of very good photographs.
A.W.C.

SEA-MARY By O. R. Pilat

(Scribners) Price: \$2.75
This is a story of life aboard the schooner *Swan*, carrying a cargo of lumber and a human cargo of heterogeneous types of people. An attractive woman, for whom the book is named, signs on with her husband, the cook, and then trouble begins. Her affair with the engineer, her murder and burial, and the cook's suicide, comprise this exciting but sordid tale.

HARPOONER By Robert Ferguson

(Univ. of Penn. Press) Price: \$2.50
When the young Scotsman, Bob Ferguson, jotted down his experiences on the whaler "Kathleen," 1880 to 1884, he doubtless never dreamed that his diary would make a book as stirring as an Atlantic gale to readers fifty years afterwards. This book describes the American whaling industry at its height. It is a revelation of the heroism and simple courage of the whalers who pursued the whales in all kinds of weather; even when "thar she blows" came in the height of a gale they manned the boats and off in raging seas to the final capture of their quarry. One of the most vivid descriptions is of St. Helena, the rendezvous for whaling fleets. The experiences of young Bob are told with naivete and natural charm and the intimate picture of life aboard a whaler is unique and memorable. The book has genuine historical value as one of the last authentic records of a picturesque phase of American shipping.
J.M.W.

SHIPS THAT HAVE MADE HISTORY Text and Pictures by Gregory Robinson

(Kennedy Bros., Inc.) Price: \$3.75
Twelve of the great sailing vessels of the past and their famous captains are brought to life in this colorful collection by an original member of the Society of Nautical Research.
Mr. Robinson gives a detailed description of each ship, and verbal pictures of their masters, stripped of false mists and glamour of history, become doubly romantic in his reconstruction. The illustrations are splendidly reproduced in full color.
M.P.M.G.

THE HERITAGE OF THE BOUNTY By Dr. Harry L. Shapiro

(Simon & Schuster, N. Y., 1936) Price: \$3.00
In "HERITAGE OF THE BOUNTY" Dr. Shapiro gives us, from the point of view of the anthropologist, a splendid account of both the history and contemporary life of the inhabitants of Pitcairn Island. Readers of the "MUTINY ON THE BOUNTY" and the other volumes of the Nordhoff and Hall Saga, will be particularly interested in the wealth of detail supplied by the author's extensive study. All of the Pitcairn Islanders of today (except for foreign teachers) are direct descendants of four of the mutineers and their Tahitian wives. The consequent inbreeding has formed a unique people, for the most part exceedingly healthy and intelligent. Dr. Shapiro lived among them for a short time, and through their very willing cooperation, has assembled for us the "other half of the story".
A.W.C.

ALL CLEAR AFT Episodes At Sea

(Cassell & Co. Ltd.) Price: 7/6
The British Seamen's Hospital Society provides medical and surgical care for men of the Merchant Marine. "All Clear Aft", which is published for the benefit of that organization, provides "first aid" to dull moments of sea-minded people. It is a startlingly varied collection of narratives, tales, poems and sketches by contemporary Britishers whose names are famous among marine writers, and the purchaser should derive additional pleasure by contributing towards an invaluable society.
M.P.M.G.



—Photo by P. L. Sperr.

SUMMARY
of
SERVICES
to
MERCHANT SEAMEN
provided by the
SEAMEN'S CHURCH
INSTITUTE
OF NEW YORK
January 1st to May 1st
1936

78,418	Lodgings (including relief beds).
44,314	Pieces of Baggage handled.
249,000	Sales at Soda Luncheonette and Restaurant.
88,611	Sales at News Stand.
6,783	Patronized Barber, Tailor and Laundry.
4,711	Attended 129 Religious Services at Institute and U. S. Marine Hospitals.
1,344	Cadets and Seamen attended 150 Lectures in Merchant Marine School; 33 new students enrolled.
32,414	Social Service Interviews.
5,934	Relief Loans.
3,051	Individual Seamen received Relief.
20,073	Books and magazines distributed.
1,501	Pieces of clothing and 1,494 Knitted Articles distributed.
789	Treated in Dental, Eye, Ear-Nose-Throat & Medical Clinics.
45,505	Attended 60 entertainments, moving pictures, athletic activities, concerts and lectures.
126	Referred to Hospitals and Clinics.
1,693	Apprentices and Cadets entertained in Apprentices' Room.
81	Missing Seamen found.
1,172	Positions procured for Seamen.
\$76,912.	Deposited for 1,380 Seamen in Banks; \$10,498. transmitted to families.
8,517	Used Joseph Conrad Memorial Library.
4,208	Telephone Contacts with Seamen.

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