

# *The* LOOKOUT



"ICING UP"

SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK

VOLUME XXVI

JANUARY 1935

THIS MONTH'S COVER:

"ICING UP." One of the dangers of winter work aboard fishing vessels is the accumulation of ice from frozen spray on the upper works and rigging of the ship. Weighing many tons, the ice makes the ship unstable in a seaway. Many vessels have been lost by "icing up" faster than the crew could knock it off.

Photograph by Ewing Galloway.

# The LOOKOUT

VOL. XXVI, JANUARY  
PUBLISHED MONTHLY

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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. 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."

It is to the generosity of numerous donors and testators that the Institute owes its present position, and for their benefactions their memory will ever be cherished by all friends of the seaman.

# The Lookout

VOL. XXVI

JANUARY, 1935

No. 1

## STANDARDS AND TRADITIONS OF THE MERCHANT MARINE

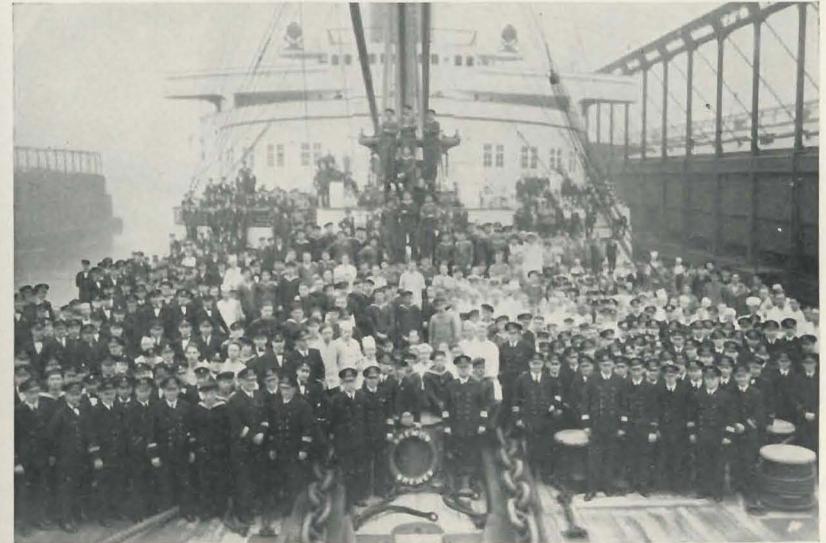


Photo by courtesy of Hapag-Lloyd.

The Bremen's entire crew of 850; Captain Leopold Ziegenbein is standing to the right of the life buoy.

Editor's Note: LOOKOUT readers will be interested in reading a radio program which was broadcast by the Institute over Station WINS, since it clears up many popular errors about the merchant marine. The first part of the program follows and the second part will be published in the February issue.

### ANNOUNCER

**S**PEAK of a sailor to a landsman and he immediately thinks of a hard-fisted swaggering young man with a deep sea roll, a little white hat, a Bull Durham tag hanging from his blouse-pocket and bell bottom pants—in other words, a gob. There are, however, other seafarers than man'o'warships and it is of these that today's program deals. We have asked Mrs. Janet

Roper, House Mother of the Seamen's Church Institute of New York, 25 South Street, to tell the radio audience something about the standards and traditions of the merchant marine. Mother Roper is known the world over among merchant seamen and she carries on a large correspondence with these men and their families. I will now turn the microphone over to Mrs. Roper.

### MRS. ROPER

Friends of the Seamen's Church Institute of New York and the radio audience:

Walking along Broadway or Fifth Avenue right this minute are seamen—members of the crews of



Courtesy, "The Anchor", Seamen's Church Institute of Los Angeles.  
Seamen Painting a Ship's Hull

tankers, freighters, or passenger ships—on shore leave. You would probably never recognize them as seafarers except for their weather-beaten complexions and their rolling gait. For they wear regular landmen's clothes. At one time, not so many years ago, merchant seamen used to wear a species of bell bottoms, also double-breasted pea jackets and pilot caps, and they were very easily recognized by the canvas duffle bags they invariably carried on their shoulders. Nowadays, things are different. The men of the merchant marine just off their ships come to the Seamen's Church Institute of New York and check their baggage comprised of Gladstone bags and smart leather valises. Men of the merchant marine service wear white or blue uniforms only on board their ships. Ashore, they

would pass for salesmen or clerks. The able-bodied seamen whom we call "A. B.'s" usually wear dungarees of blue denim or overall cloth while at work scrubbing decks, polishing brass, painting rails. On land, they are free agents under a term of service in a civil contract.

Today I have brought to this studio Captain W. D. Ryan, who started his sea life as a boy of fifteen on the full-rigged ship *William T. Lewis* and who saw service in both the merchant marine and in the Navy. And now, Captain Ryan, won't you tell us about the duties of a ship's captain, officers and crew?

#### CAPTAIN RYAN

Well, that is a large order, Mother Roper, but at least I'll try. It must be remembered that the men of the merchant marine are civilians. They

are subject to discipline at sea but *not* to the rigid discipline of the navy. They must keep their watches and perform their duties and failure to do so brings punishment in the form of "logging" by the master of the vessel. This means that a fine of a day's pay or more will be imposed and deducted from the seaman's wages and an entry of the occurrence made in the official log book. At the end of the voyage when the crew are paid off before the Shipping Commissioner the seaman may appeal his case, if he wishes to, and the Commissioner will rule on the justice or injustice of the fine. At sea, the captain, backed by the officers (1st, 2nd and 3rd mate) constitute the civil authority and may be likened in some respects to a justice of the peace ashore.

#### MRS. ROPER

I understand, Captain Ryan, that ship's captains, like justices of the peace, can perform marriages.

#### CAPTAIN RYAN

That was true until recently, but a ruling by the Attorney General that such marriages were invalid caused consternation among certain couples married by the popular captains of ocean liners, and so the practice is no longer followed. However, should a birth or death occur at sea, the captain acts as registrar, and on small ships as chaplain, doctor and midwife, too.

In extreme cases a ship's captain may act as a judge, imposing sentence on a prisoner by ordering a man to be put in irons. But there is no "brig" aboard merchant vessels except on the largest liners and consequently no sentences to cells and bread and water rations. In the case of mutiny, a master has the right to take all precautions to insure the safety of his vessel, his passengers

and cargo. To maintain discipline, a merchant captain must rely mainly on his own personality and executive ability. He must not be too autocratic or too familiar. He has no file of marines to arrest disrespectful seamen as in the navy. By good judgment, alert and clear thinking, he manages his ship. He alone makes decisions in emergency. He alone is responsible.

The merchant service may be divided into four parts: deep sea vessels, coastwise vessels, lake vessels and fishing vessels. The life aboard the first three mentioned is quite similar. Fishing vessels are in a class by themselves. On other ships seamen receive regular wages, paid off at the end of each voyage. They are permitted to draw a part, up to 50%, of what is owed them.

A sailor's work at sea on the average liner or freighter, coastwise, foreign or Lakes, is to keep the ship clean, painted, and to take "tricks" or turns at the wheel or on lookout. A captain does not actually steer his ship—the quartermaster or able-bodied seamen do this under the direction of the mate on watch.

#### MRS. ROPER

What are the traditions of the sea about a captain going down with his ship?

#### CAPTAIN RYAN

The tradition among seamen is that the women and children must be saved *first*; and that the captain is the last to leave the sinking ship. Remember, the sea captain knows that the maritime laws fix upon him such obligations to his owners, his underwriters, his government and his fellow-men as no other executive owes in all the world of commerce. He is mariner, hotel keeper and chief magistrate. Even in port, he is still captain.

## CATS AGAIN



Photo by Doris Day

Courtesy Morrow Publishers.

WHEN the *Leviathan* sailed for Europe not long ago without a single cat on board, the waterfront found a new topic for discussion. Sea captains joined in, and many of them advanced the theory that seagoing cats are weather-wise. Captain Leopold Ziegenbein, commodore of the North German Lloyd fleet, said that he had never been to sea without having two or more cats on board. "On the *Bremen*," he declared "there are several cats all over the ship. When I go round on inspection in the morning, it seems to me there is a cat in every department.

"The real seagoing felines were on board the old-time sailing ships," continued the genial Captain. "Usually there was one forward and one aft in the cabin, but they rarely mingled. The fo'c'sle cat never came abaft the longboat stowed on the main hatch, and the cabin cat did not come forward of the boat skids on the quarterdeck. The sailors always thought their cat was weather-wise, for after two or three days of calm the animal would suddenly climb the ratlines of the fore-rigging for about twenty feet. Then the cat would gaze at the horizon, about three points off the bow, and suddenly mew three times.

"In German, of course," Captain Zeigenbein added, "and then come down to the deck, curl up comfortably on one of the spare spars outside the galley and mew again three times, as if the weather problem had been settled. The seamen would sing out, 'That's where the wind's coming from, boys — old Blitzen knows.'

"Sure enough, half an hour later, a school of porpoises would come from that direction, tumbling over each other, followed by the wind, singing in the rigging, and soon the ship would be bowling along at ten knots or more."

Ben Fidd, veteran watchman of the Chelsea piers, told a *New York Times* reporter that he had called to the attention of Commodore Randall of the *Leviathan* the catless state of his ship, and the Commodore had remarked: "Well, Ben, it's too bad, but I don't see what I can do about it. I don't remember ever going to sea either in sail or steam without a cat or two on board. I will do my best and keep her going at 23 knots for the voyage over to Havre and perhaps we may get some French cats aboard there. Cheer up!"

Ben went around to the *President Harding* on Pier 60 to try to persuade Wiffles, the black and white cabin cat, to do his patriotic duty and help the *Leviathan* out of her predicament, but Wiffles made so much noise when he picked him up that a stewardess came out and said, "Put that cat down—you bad man—or I will report you."

One of the seamen in the Institute's lobby told us that just after the war the *Leviathan* had a fine lot of cats. A quartermaster staying at the Institute told us that he could remember when the *Leviathan* had

more than a dozen cats on board.

"On some voyages," he said, "we had black cats, red cats, white cats, gray cats, large ones and small ones. They were so well fed that they hated to go ashore and regarded our ship as a sort of 'floating Ritz' to which they frequently invited guests in port. On a fine morning when Commodore Randall went on the

bridge and looked aft he could see half a dozen cats basking in the sun on the canvas lifeboat covers. But when the 'Levi' was tied up in Hoboken, the cats deserted and took up their headquarters at the waterfront hotels or on board freighters going to South America. And now the 'Levi' is again tied up—and no cat treads her lonely decks, now."

## CHRISTMAS AT THE INSTITUTE

CLEAR crisp weather crowned Christmas Day on the New York waterfront, and within the Institute's building holly and evergreen provided a cheery and festive holiday atmosphere. "Home for Christmas" became a dream-come-true for four seamen: one a young A.B. just out of marine hospital, was sent home to Cleveland by bus, and after two weeks of rest and home cooking a job awaits him. An oiler, who has been going to sea for ten years, received a telegram from Savannah, Georgia stating that his mother was seriously ill and wanted him home for Christmas. He had no money, but the Institute's Holiday Fund supplied the bus fare. A young quartermaster received a frantic telephone call from his wife, ill in a hospital in Baltimore, Maryland. He has been out of work for many months, but again, thanks to those who generously support our Holiday Fund, he was given railroad fare. A mate was sent to New London to spend Christmas with his sister.

One thousand six hundred and thirty seamen who had no homes, or whose homes were too far distant, enjoyed a bountiful tur-

key dinner at 25 South Street. Many attended the Christmas Communion and the carol service in the Chapel of Our Saviour. Crowds enjoyed the moving pictures in the auditorium both afternoon and evening (where "The Pursuit of Happiness" starring Joan Bennett, Charles Ruggles and Mary Boland, and "Design for Living" with Frederick March, Gary Cooper and Miriam Hopkins, drew forth lots of laughs from the seafaring audience). Tobacco and candy were distributed and for a week preceding the holiday thousands of Christmas cards and postage were supplied without charge so that seamen might send greetings to relatives and friends. Our Superintendent, the Rev. Harold H. Kelley, officiated at the chapel service, and his two young daughters joined staff members and friends in greeting the seamen as they filed out of the cafeteria. All in all, it was a very merry Christmas for our seamen and it was made possible by the generous and thoughtful gifts of our friends. We trust that their own holiday was made happier in the realization that they had befriended these "toilers of the sea."



Reproduction from Harper's Weekly, Feb. 8, 1862

The "Cold Snap" in 1862—Ice in the East River

"A chill no coat, however stout  
Of homespun stuff could quite shut out,  
A hard, dull bitterness of cold . . .  
. . . What matter how the night behaved?  
What matter how the north-wind raved?  
Blow high, blow low, not all its snow  
Could quench our hearth-fire's ruddy glow."

—Whittier's "Snow-Bound"

WHEN winter comes to the New York waterfront it has none of the cheery aspects of a New England winter, for the winds from the East River bite and sting so much that commuters from Staten Island elect to travel to their Wall Street offices by a circuitous route instead of pursuing the usual South Street course—in order to avoid the waterfront gales.

Dusk comes early these winter months and by four-thirty the Institute's hotel desk usually reports room and dormitory beds reserved beyond our normal capacity. Whenever the emergency requires it, we can install extra double-deck beds, thus increasing our bed capacity of 1,614. Of this number about 1,200 are relief beds, the others are offered at nominal sums from 35c to \$1.00 per night to self-respecting seamen who still have ship jobs and prefer to pay their way.

Checks should be made payable to "Seamen's Church Institute of New York" and mailed to Harry Forsyth, Chairman, Ways and Means Committee, 25 South Street, New York, N. Y.

## Winter on the New York Waterfront

WE shudder to think what would happen to jobless, homeless seamen if loyal and generous friends did not rally round to the support of the Institute and its work. To say "No" to a hungry man is one of the most difficult things in the world, and so far we have not had to say this, thanks to YOU and other generous landmen, and to supplementary Federal Relief Funds.

But it is a continual struggle to secure the necessary funds to carry on our extensive program of relief and social service. Many friends have had to reduce drastically their contributions, owing to their own financial status, and others have been compelled to omit their gifts entirely. To find new friends who can make up these losses is our chief problem.

There is, however, one other solution: if enough of those who already give, will *increase* their annual donation our financial worries will be solved. On page 10 of this issue of THE LOOKOUT you may read about an Institute friend who increases his contribution \$5.00 every year. He began doing this twenty-four years ago and advocates it as a new "rule" for longevity! Why not try it?



Reproduction from Harper's Weekly, Feb. 8, 1862.

The Ice-Blockade—A Taste of Arctic Weather

## FROM THE FO'C'SLE TO THE BRIDGE



Cadets Learning to "Shoot the Sun"

**A**MBITIOUS seamen desirous of improving their rating have found the Merchant Marine School on the top floor of the Institute's building of inestimable help in pursuing their studies of navigation, marine engineering and allied subjects. The School was founded in 1916 and is in charge of Captain Robert Huntington who has had thirty years of experience at sea, from cabin boy to master.

The School has taken the lead in many beneficial innovations in behalf of the men of the merchant marine. In 1919 Captain Huntington was sent to Washington by the Institute to recommend certain changes and additions to the Board of Supervising Inspectors, Steamboat Inspection Service (Rules and Regulations). The result was that Boatswain's time is equal to Quartermaster's service in qualifying for Second Mate's License and service on inland waters as Master, Pilot or Engineer is considered as part time for ocean and coastwise licenses. He also persuaded the authorities to insist that all applicants for original licenses should pass a First Aid examination and have a first aid certificate. The School then made arrangements to give first aid instruction in its lec-

ture room and enlisted the cooperation of the U. S. Public Health Service in furnishing doctors as instructors.

Free medical advice by radio was inaugurated by the School in 1921. The idea came to Captain Huntington when messages from fog-bound ships calling for information as to their position were picked up frequently by the radio set used in the Institute's Radio Class. A gift of the late Henry A. Laughlin made possible the installation of Station KDKF. After a year, Dr. Mansfield recommended that the Radio Corporation of America take over this service, and today the Radio Marine Corporation of America has its own station and radio call, MEDICO.

The School demonstrated to the Shipping Board and the Postmaster General the importance of having mail ships carry a minimum of one and a maximum of six cadets. This rule was adopted, and is still in effect on ships which have a contract to carry mail. A Cadet system was organized for American born boys under 21 who desire Nautical Education and instruction is given free of charge, in seamanship, lifeboat handling, knotting, splicing, steering, navigation and marine engineering. Captain Huntington also

urged the Government at the Fourth National Conference on Merchant Marine at Washington, D. C. to have a training station or ship for training the unlicensed personnel. In 1930 and 1931 the School gave a free course in ship knowledge for ship owners, masters, mates and yachtsmen. The American Bureau of Shipping cooperated by lending the experts to lecture on the various phases of ship construction and stability. A course in Avigation (air navigation) was added to the curriculum by Hubert S. Huntington.

The recent Morro Castle disaster proved the value of having training

ships or stations established by the Government compelling all seamen to be better qualified. Before the Morro Castle disaster there was a daily average attendance of 9 at every lecture in the Institute's Merchant Marine School on lifeboat handling; since the disaster the attendance has increased to 46. The attendance at all free lectures on the other subjects has increased proportionately. From January 1st to December 1st, 1934 there was a total attendance of 2,060 seamen at lifeboat lectures; 496 at illustrated lectures and 350 at first aid lectures. Of 54 merchant marine cadets enrolled 23 have procured jobs.

### THESE HONEST FINNS!

Seamen's Church Institute of New York

Social Service Dept.:

Enclosing please, find the amount that you laid out for my Friend. the other day for Train fare out here to Long Island. I thank you ever so much for what you did, and I succeeded in getting him a job out here, it is not so much of a salary but it is far better than hanging around South Street and doing nothing I know you will agree with me.

Being Finns both of us so it is but natural that we should pay you back what you laid out on our account, as we like to have the same reputation as the Country of our birth in paying our bills when due no matter what size they should be.

So may I thank you again,  
and may I beg to Remain,  
Yours Respectfully,

ALEXANDER L.

### TRAVEL EXHIBIT

**A**N unusually interesting Travel Exhibit has been arranged under the auspices of the United States Lines and is now open to the public at 601 Fifth Avenue, New York City. It will be open daily through the month of February and is well worth a visit.

The Exhibit enlists the new art of the photo mural to show the beauty and design of American ships. The rooms on display are typical rooms of the United States Liners, MANHATTAN and WASHINGTON. The Exhibit shows the enormous advance in photographic art and demonstrates the attractiveness of modern day passenger vessels.

Through the gracious cooperation of Mr. P. V. G. Mitchell, a vice-president of the United States Lines, the Seamen's Church Institute of New York has been permitted to display an exhibit of its work and to have on sale ship prints and post cards.

## A NEW RULE FOR LONGEVITY!

WHEN a man becomes an octogenarian he is invariably asked to tell the secret of his long life. Did he forego meat, tobacco, strong liquors or to just what does he attribute his good health and vigor? A distinguished citizen of Massachusetts who has long been a generous friend of the Institute has a new "rule" which he commends to all LOOKOUT readers. Here is his explanation: "Some years ago," he writes, "I gave to the Seamen's Church Institute of New York \$5.00 and thinking that it would not go on very long I agreed to increase my gift \$5.00 each year during my life. Whether this had anything to do with the matter

or not you can judge as well as I, but I am still here at eighty-one, and you call on me now for \$80.00. Well, I keep my promises generally and therefore enclose my check but really you cannot expect this to go on forever. However, you might try this out on somebody else. It is a paying proposition for you!" As a promise of longevity alone, this idea might be attractive not only to the Institute in its efforts to raise funds for worthy seamen, but also to the giver. As our contributor remarked: "If one can continue to live at the rate of \$5.00 a year it is as cheap as one has any right to expect!"

(cf. LOOKOUT, Dec. 1929, Pg. 13)

### OPEN, SESAME

A little three by three-inch white slip issued at the Institute's Hotel Desk may be compared with the secret password used in the tale of Ali Baba and the Forty Thieves. Once that slip is in a seaman's hand it is like an "Open, Sesame" admitting him to all the many facilities and services and attractions of the building. The 1,200 seamen "on relief" must show these white slips in order to receive both necessities and comforts such as:

1. Food—three good meals a day.
2. Lodging—clean, warm beds in dormitories, and with private rooms for the sick and convalescent.
3. Clothing—for protection from the cold; equipment for jobs.
4. Barber service—haircuts.
5. Tailor service—pressing and repairing.
6. Cobbler service.
7. Use of facilities for bathing and washing one's clothes.
8. Medical services—Dental Clinic, Eye Clinic, Ear, Nose and

### Throat Clinic.

9. Admission to third floor game room where checkers, chess, bridge, billiards, bowling, books and magazines are available. In the game room lodging tickets are often left as security for the return of game equipment such as checkers, chess, jig-saw puzzles, etc.
10. Admission to the auditorium five nights a week—three moving picture shows, one play, and one evening of sports.

There are, of course, many activities in the building for seamen not on Relief and the only "password" required is proof that they are active seafaring men as shown by their ship discharge papers. Those who are still able to pay for meals and lodgings are privileged to make use of all entertainment and recreational facilities, and like those on Relief, find their eligibility is increased for other services, such as passport photographs, carfare to jobs, etc.

## CONGRATULATIONS, CAPTAIN FRIED!

THE stocking-capped seamen were squeegee-ing\* the starboard deck of the *George Washington* at Pier 60 and inside the captain's quarters a stocky, middle-aged man with clear blue eyes, graying hair and a ruddy complexion was pacing up and down. His dark blue cap sat squarely on his head as he folded his big hands and stared into space. Captain George Fried, after thirty-six years, was leaving the sea. He has been appointed supervising inspector of the second district, Bureau of Navigation and Steamboat Inspection Service, U. S. Dept. of Commerce.

Captain Fried is perhaps the best known of all American sea captains because of his rescues at sea. Twenty-six decorations have been conferred upon him. "The sea has been very kind to me," he said slowly and thoughtfully, "but no use being sentimental about it. After you have had thirty-six years of sea life, most anybody would like to go on shore duty."

Captain Fried first came into public notice in January, 1926 when he raced his ship, the *President Roosevelt*, through a gale to the sinking British freighter *Antinoo*. He stood by for four days while a blizzard raged, and saved the entire crew. He is also the man who drove his liner, the *America*, into a gale-swept night to find the *Florida* 150 miles off her course near the Virginia Capes, her crew clinging to the rigging under a biting sleet. He saved every man. Two years ago he plucked Lou Reichers, speed flier, out of the sea off the Irish



P. V. G. Mitchell, vice-president of the International Merchantile Marine, presents a medal to Captain Fried and lifeboat crew No. 6.

coast. He stood by the *Ovidia* "just in case" when it went down. A few weeks ago, while still in command of the *Washington*, his lifeboat crew, Number 6, went to the rescue of two aviators attempting to relay news pictures brought from Europe by the liner.

In October, 1926 Captain Fried wrote an eloquent appeal in THE LOOKOUT in behalf of the Institute's Annex Building Fund. We have watched with pride and joy his progress in the marine world and we are confident that our LOOKOUT readers join us in wishing him great success in his new duties ashore.

### \*EDITOR'S NOTE:

"Squeegee-ing"—a nautical term, means drying the decks with long rubber cleaners; "sugey-mugeying" means washing paint with a rag soaked in a soda-mixture.

1935														
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"I sing the Sailor of the Sail—  
breed of the oaken heart.  
Who drew the world together  
and spread our race apart  
Lord of the Bunt and Gasket  
and master of the Yard,  
To whom no land was distant,  
to whom no sea was barred."  
—Thomas Fleming Day.

## Will You Choose a Red Letter Day On This Calendar?

THE Seamen's Church Institute of New York's Calendar lists 16 Red Letter Days, financed by thoughtful, generous friends in memory of dear ones or to commemorate some important event in their own lives, or an anniversary, birthday or holiday. It is their way of befriending seafarers on whom we all depend for safe voyages for the world's passengers and goods.

As a long-standing, generous and loyal friend of seamen, you are invited to select your own Red Letter Day on the Institute's calendar and so help us to carry on our work for worthy sailors. Our daily maintenance deficit is \$273.97, or \$11.40 an hour. The procession of merchant seamen who benefit from this gift prove it a wise investment in human welfare. Since 1929, literally thousands of merchant seamen, through no fault of their own, have been without jobs and have come to regard the Institute as the one bright hope in their dreary existence. Patiently, they search for work. Determinedly they set forth each morning, only to return at sunset, disconsolate and forlorn.

And then, when clouds seem darkest, they find within the friendly walls of 25 South Street the cheer, the comfort, the companionship, the sense of belongingness—all made possible by the gifts of Institute friends. When one friend can make it his or her responsibility to take over one whole day, it eases our financial burden just that much.

We earnestly hope that you can and will make a special effort to select a Red Letter Day but, in any event, we shall deeply appreciate whatever gift you feel you can send at this time. Kindly send checks to 25 South Street, New York, N. Y.

"Waiting for Jobs"

"A Letter from Home"



A View of the Institute from the East River

## Summary of Services Rendered to Merchant Seamen By The SEAMEN'S CHURCH INSTITUTE OF NEW YORK From January 1st to December 1st, 1934

503,899	Lodgings (including relief dormitories).
35,590	Pieces of Baggage checked.
1,752,588	Sales at Soda Fountain and Restaurant.
1,180,499	Relief Meals served.
26,989	Patronized Barber, Tailor and Laundry.
11,124	Attended 204 Religious Services at Institute and U. S. Marine Hospitals.
2,906	Total attendance at free lectures in Merchant Marine School; 72 new students enrolled.
139,462	Social Service Interviews.
8,251	Relief Loans.
5,198	Individual Seamen received relief.
81,878	Books and magazines distributed.
10,777	Pieces of Clothing and 3,347 Knitted Articles distributed.
576	Treated in Dental, Eye, Ear, Nose and Throat Clinics.
134,350	Attended 175 entertainments, moving pictures, athletic activities, concerts and lectures.
1,856	Referred to Hospitals and Clinics.
3,615	Apprentices and Cadets entertained in Apprentices' Room.
11,888	Barber, Cobbler and Tailor Relief services.
263	Missing seamen found.
2,759	Positions procured for Seamen.
3,110	Made deposits in Seamen's Funds Department.
\$194,239.	Deposited for safe-keeping and transmission to families.
11,110	Used Joseph Conrad Memorial Library.

# SEAMEN'S CHURCH INSTITUTE OF NEW YORK

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