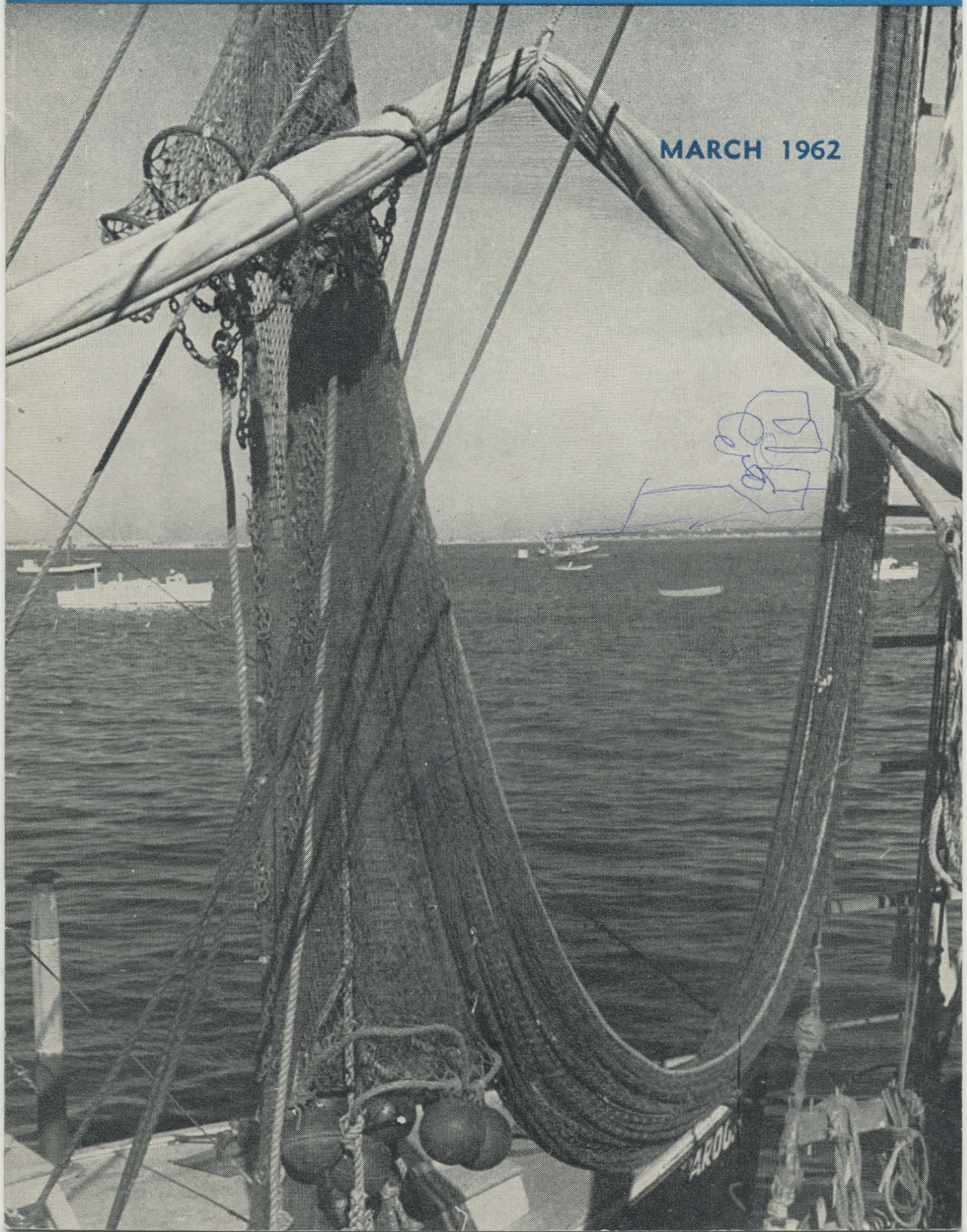


The LOOKOUT

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK

MARCH 1962



Why We Are In Port Newark

By Capt. Jorgen U. Bjorge

We are in Port Newark because we're needed. As an agency of the Protestant Episcopal Diocese of N. Y. we wish to share with seamen genuine Christian Fellowship, promote good will and friendship, and offer services which are needed and useful. This practical ministry is appreciated and understood by all seamen.

Port Newark is rapidly expanding. New piers are under construction and facilities for handling ships and their cargoes are being built in this area. Yet because of its isolation it is difficult for incoming seamen to do the essential things such as purchasing stamps or mailing letters, not to mention finding wholesome activities.

Our experience during the past five to six months has proved that we have provided the seamen with most useful services and recreational programs. Our Club has so far been visited by some 4,500 men from 12 different nations. Our Slop Chest and Snack Bar have been patronized regularly by the visiting seamen, and last but not least our mail service is most important and highly appreciated by the men. During this Christmas season, we sold approximately two thousand Christmas cards, and when the Club closed at 11:00 p.m. our mail box contained up to 146 pieces of mail. Thirty-six soccer games were played by ships' teams, and most of the games were under the lights. I believe this is a practical application of our desire to welcome seamen from all nations.

During the Christmas season some 900 Christmas boxes were distributed on board 16 ships. At the Club we celebrated the Christmas holidays with four specially arranged parties were approximately 200 seamen and seamen participated.

Recently many seamen from the Dutch

(Continued on Page 12)



MORE THAN 600,000 merchant seamen of all nationalities, races and creeds come to the port of New York every year. To many of them The Seamen's Church Institute of New York is their shore center — "their home away from home."

First established in 1834 as a floating chapel in New York Harbor, the Institute has grown into a shore center for seamen, which offers a wide range of educational, medical, religious and recreational services.

Although the seamen meet almost 60% of the Institute's budget, the cost of the recreational, health, religious educational and special services to seamen is met by endowment income and current contributions from the general public.

The LOOKOUT

VOL. 53, No. 1 MARCH, 1962

Copyright 1961

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

25 SOUTH STREET, NEW YORK 4, N. Y.

BOWLING GREEN 9-2710

The Right Reverend
Horace W. B. Donegan, D.D., D.C.L.
Honorary President

Franklin E. Vilas
President

The Rev. John M. Mulligan
Director

Virginia S. Briggs
Editor

Published bi-monthly; \$1 yearly, 20¢ a copy. Gifts to the Institute of \$5 and over include a year's subscription. Entered as second class matter, July 8, 1925, at New York, N. Y., under the act of March 3, 1879.

COVER: View of Massachusetts Bay from a fishing boat. Photo by John B. Penfold.



Children from the St. Vincent's School, for blind, crippled and deaf Haitian children, participate in a procession to their chapel in Port-au-Prince. Photo by E. R. Racine, Port-au-Prince, Haiti.

Seamen's Church Institute Sponsors "Hands Across The Sea" Program

by

The Rev. William Haynsworth

The Port of New York exchanged Christmas greetings with Port-au-Prince, Haiti, in a very special way last year. It all began on December 3rd, 1961, and continued the Advent and Christmas seasons, when the Seamen's Church Institute of New York sponsored a "Hands Across the Seas" program which highlighted the work of the Church in the Missionary Diocese of Haiti.

The story of the Episcopal Church in Haiti began just a century ago in 1861, when the Reverend James Holly, a Negro priest of the Diocese of Connecticut, and group of American Negroes arrived in Haiti and set to work to establish the doctrine and worship of the Book of Common Prayer in the oldest republic in Latin America. Thirteen years later James Holly was consecrated the first bishop of the *Eglise Orthodoxe Apostolique Haitiene* at Grace Church, New York City. Today the work of ministering to 32,000 baptized members is carried on by 19 Haitian clergymen who received their training in Haiti and who

(Continued on next Page)

work under the direction of the Right Reverend Charles Voegeli, a native of New Jersey, who has been Missionary Bishop of Haiti since 1946.

Many seafarers who make their homes at the Institute make frequent stopover visits at Port-au-Prince. These men have some understanding of the many problems which the Church faces in Haiti. As it happened, several resources became available to the chaplains of the Institute to help present their interpretation of Haitian life. The National Council film, "Heartbeat in Haiti" which was filmed on location and in color was used as an introduction. A member of a religious order came from a nearby parish to tell of her ten year tour of duty at St. Vincent's School for the Handicapped at Port-au-Prince; two Haitian volunteer hostesses from the Institute's "International Seamen's Club" and a stranded Haitian seaman living at the Institute had their special contributions to make. In the Institute's lobby, where several thousand people and go each day, a special Haitian display included a collection of excellent human-interest photographs which depicted a typical day in the life at St. Vincent's School for the blind, crippled and deaf children of Port-au-Prince.

The offerings received at all Chapel services during the month of December were earmarked for this work. Several special gifts from seamen and others were received so that at the beginning of the New Year a check for two hundred dollars was sent in the name of the Seamen's Church Institute of New York to the 600 handicapped children at St. Vincent's School in the realization that every gift is the stretching forth of His Hand and with the remembrance of His Words, "I will come and heal him."

The United States Naval Radio Station at Balboa, Canal Zone, is broadcasting time signals accurate within one part in 20 billion.

CHRISTMAS BOXES BIG HIT ABOARD NETHERLANDS SHIP

(ED. NOTE: This is a translation of an article which was printed in the ship's newspaper aboard the M/V WESTERDAM.)

"On Friday, December 22, a Christmas gathering was held in the Main Dining Room, where everyone that was off duty was present. After a short introduction by the Chairman of the Westerdam Sports Association, a taped Christmas programme was presented which was donated by the Committee, "Christmas at Sea."

"Through means of cards, a prayer, a Christmas sermon and a Christmas speech, everyone was brought in to the Christmas spirit. After this 20-minute programme, a tremendous surprise was prepared for us by the handing out of the Christmas packages made available by the Seamen's Church Institute. Our Chairman noted that this was the first time that a Holland American Line ship had received these packages. Simultaneously with the packages we were given a Christmas and New Year card by the sports Association of Westerdam.

"Our thanks to the Sports Committee for the pleasant manner in which this gathering was organized and especially a heartfelt thanks to the Seamen's Church Institute of New York for the beautiful Christmas packages. A Crew Member."

Fastest Supertanker

The MANHATTAN, the world's fastest supertanker was launched recently in Boston. The ship attained a speed of 19 knots during her sea trials which means she would be able to keep station should she be converted into a Navy oiler during times of war.

Her loaded displacement is 137,000 tons, about 75 per cent greater than the QUEEN MARY'S.

Grandpa Was A Whaler

by
RAYMOND SCHUESSLER

Most kids at bedtime heard about Little Red Riding Hood and Humpty Dumpty. But I was weaned on Grandpa's bloodthirsty whaling stories. I knew the oil content of every specie of whale and the names of every whaling bark that rode out of New England until the Charles W. Morgan tied up. I was a minnow-size Melville at the age of nine.

I can still recall Grandpa's raucous whispering in my bedroom. "I've seen whales chop whaleboats in two with their twenty foot jaws and sweep them clean with their tails. Sometimes they came as long as the bark itself. I remember the time the *Essex* went down. We had just harpooned a huge bull and began to heave to when he weakened. But as we neared the 90 foot beast it hit the ship so hard that splinters popped out of the deck like dandelions.

"Just as we lowered the boats the bull hit again, this time from the other side. Within thirty minutes the 300 ton, 100 foot long brig went under. We spent ninety days in the lifeboat. Ninety days, and do you know what we lived on?" He stared at me with his terrible secret while I sat bug-eyed.

"... on the flesh of those who died, and when they didn't die fast enough we cast lots to see who would make the next meal!" I gulped and slid under my blankets. I had grey hair before I was twelve.

I found out later that Grandpa would have to be 150 years old to have gone through all the phases of whaling he spoke of. But they were all true. Be-

(Continued on Page 11)



And this is Grandpa standing in front of slabs of whalebone, way back when . . .



Members of the Women's Council during Annual luncheon meeting. At the head table are (left to right): Dr. Roscoe T. Foust, director, Department of Religious, Social and Special Services; Mrs. Thorne Lanier, honorary chairman, Women's Council, Advisory Board; Franklin E. Vilas, president, SCI; Mrs. Ogden E. Bowman, chairman, Women's Council Advisory Board; Richard H. Dana, chairman, Women's Council Committee of SCI Board of Managers; Mrs. Ardway Hilton, vice-chairman, Women's Council Advisory Board; and the Rev. John M. Mulligan, SCI director.

WOMEN'S COUNCIL SETS NEW GOALS

More than 125 members of the Women's Council came to the Institute recently for their Annual Luncheon meeting.

NEXT YEAR'S GOAL

During the meeting they were congratulated by Franklin E. Vilas, SCI president and the Rev. John M. Mulligan, SCI director.

The ladies learned they topped their quota of 8,000 Christmas boxes by 75. They also learned that next year's goal is 8,500.

One lady must have been impressed by the new goal because she sat throughout the entire meeting knitting.

THE WOMEN'S COUNCIL

Each year 1,600 ladies of the Women's Council across the nation knit garments which are put into Christmas boxes along with other useful items. The packages are placed aboard ships which will be on the high seas on Christmas Day.

As for the reception these gifts receive see "Dear SCI" on page nine.

Correction

It was erroneously stated in our December issue that members of the Women's Council knitted 64,000 garments. The correct figure is 14,000 — still a fantastic number! Ladies please pardon our slip. Ed.

Images and/or text cannot be displayed due to copyright restrictions

A United Nations' exhibit was featured in the Institute lobby recently. Standing in front of it are (left to right) Dr. Roscoe T. Foust director, Department of Religious, Social and Special Services; the Rev. Joseph D. Huntly, director of the Department of Education; and the Rev. John M. Mulligan, director of the Seamen's Church Institute. Photo by Thecla, courtesy of the Pepsi Cola Company.

UN EXHIBIT FEATURED AT SCI

An outstanding collection of photographs portraying the work of the United Nations attracted more than 3000 persons to SCI's lobby recently. The exhibit featured a recorded talk

by President John F. Kennedy. There was also a large amount of free literature distributed, giving seamen and visitors a further insight into the UN's mission.

The exhibit was sponsored by the Manhattan Chapter of the United Nations.

THE WORLD OF SHIPS

Things Are Looking Up In The Deck Department

A seventeen-year old girl became Sweden's first women sailor recently when she joined the crew of the freighter THEBELAND as a deck-hand. She is a graduate of Sailor School at Kalmar.

Mystic Seaport Gets History-Making Ketch

Mystic Seaport museum added another vessel to its growing fleet of historic ships recently. She is the 65-foot GRUNDEL famed for her 43-day voyage from Gottenberg, Sweden to the United States with 29 Latvian refugees aboard in 1948.

Port Of Boston Loses Last Passenger Service

The Furness Lines has put two passenger-cargo ships, the NOVA SCOTIA and the NEWFOUNDLAND up for sale because of a drop in passenger sales. The vessels had been providing 17-day service between Boston and Liverpool via St. John's, Newfoundland and Nova Scotia.

Floating Bookstand

According to the Canadian Press the 30-foot vessel, JACOB BRINTON, has its busiest day of the week on Sundays. That's the day that it makes its rounds in St. John's Harbor, Newfoundland, distributing books aboard ships anchored there.

The boat is part of a service to sea-

farers provided by the Missions to Seamen. Last year 14,000 books and magazines were distributed.

Heroine Recalled

One hundred and nineteen years ago this month a youth girl, who played a major part in one of the finest feats of seamanship, died. She was Grace Horsley Darling who lived with her parents in a lighthouse known as Longstone where her father was keeper.

In the early hours of the morning during a furious gale a paddle steamer, FORFARSHIRE, went ashore some distance from the lighthouse. Grace and her father put off in their tiny coble (flat bottom fishing boat) and went to the rescue. Though many times beaten back by the great waves they finally struggled to the wreck which was already breaking up. They took off five of the remaining nine survivors, overloading their boat by doing so, and fought their way back where they managed to land them safely. Then though exhausted, the pair went back to the FORFARSHIRE and rescued the remaining people.

This story is recorded on the tablet on Farne Island which also adds a sad footnote. The twenty-three year old heroine died 4 years later.

A research vessel is being designed which will be in the form of a tube 355 feet long. It will float vertically and drift with ocean currents while four oceanographers inside make observations.



Captain J. U. Bjorge plays the role of Santa during a post-Christmas party at the Port Newark Station of the Institute. He is pictured with the crew of the Greek freighter, ARISTON.

Five Foreign Nations Represented At Party

A truly international post-Christmas party took place at the Institute's Port Newark Station on Dec. 27.

It all started when Capt. Jorgen Bjorge, who heads our Foreign Ships Visitors division, went aboard the Greek ship S/S ARISTON and discovered she had been at sea on Christmas day. So it was decided then and there to have a post-Christmas party that evening. While chatting with those who could speak English Capt. Bjorge noticed a gentleman wearing a clerical collar and discovered he was the Bishop of the Greek Orthodox Church in Boston, Mass., and that he was the ship captain's brother-in-law. The Bishop was invited to come along too.

Capt. Bjorge continued his rounds

calling on Italian, Scandinavian and British ships and inviting their crews to the party too.

About 50 men crowded into the gaily decorated club that evening. Capt. Bjorge started things off by explaining the meaning of Christmas with the Bishop acting as translator. Later Christmas packages were distributed by a 16-year old seaman who was on his very first voyage.

Knowing that some of the men might want to hear carols and other songs from their homelands Capt. Bjorge was armed with records.

After having refreshments the men watched TV, played ping-pong and some even went outside to play soccer despite the cold weather.

As Capt. Bjorge summed it up "it was a memorable and happy evening for all of us."



The boy's choir of Grace Episcopal Church in Newark singing at the International Seamen's Club here at the Institute during a Christmas party. At far right is the Rev. William Haynsworth, who helped arrange for their visit. Photo by Anne L. Alexandre.



Soccer team from the Grancolombiana Lines ship, CIUDAD DE PASTO pose for group picture after receiving trophy for winning the most games in 1961. Captain Bjorge (far right) head of the International Ships Visiting Division presented the trophy. Amigo Chegwin (fourth from right), also in the International Ships Visiting Division, also participated in the ceremonies.



Dear SCI

These letters are unedited and reprinted in full where space permits. The English language may be difficult for those to whom it is not the native tongue, but the meaning intended could not be any clearer.

As you read in earlier pages of The LOOKOUT, the Women's Council scored a smashing record in the number of Christmas boxes packed this year. Now they are receiving scores of heartwarming letters from seamen who received them. Here are three such examples.

BRAZIL

"Christmas day found us way down in Brazil in the land of sunshine. It was nice to be away from the cold. Any of us however would gladly have welcomed the cold to be home for Christmas.

"Being so far from home it was a very pleasant surprise to come to breakfast Christmas morning and find your gift under the tree.

"In the some thirty years I have been going to sea this is the first time I have ever received a gift aboard ship. I appreciated it very much. It was so practical too.

"I wish to extend my sincere thanks and wish you health and happiness."

D. W. (S. S. MORMACSCAN)

SHIMIZU, JAPAN

"Thank you very much for the very thoughtfully packed Christmas packages which I and my shipmates received this Christmas morning. Fifty-six grown men tore into them like a bunch of kids and we are all extremely pleased with everything and grateful for your kindness. Please thank especially the ladies whose handsome knitting was put to immediate use.

"We sailed from Pusan Christmas Eve and passed through the beautiful Inland Sea of Japan on a very clear

and calm, but cold, Christmas Day; arriving off Kobe about dusk, where we were compelled to anchor outside the seawall over night. It was at this time that a boatman from one of the launches carrying the customs and immigration officials fell from our gangway. He was fished out without much trouble and we were able to give him a warm shower and dry clothes — hardly compensation for a cold ducking. So, by taking one item from each of several of our crew, we were able to repack one of your gift boxes for him. It wasn't nearly so prettily wrapped but I am sure it made him feel a little better. It certainly made us feel better, there is no denying.

"We hope that you and all our friends at the Seamen's Church Institute enjoyed your Christmas as well, and we send you our wishes for a very bright and happy new year.

"Thank you very much."

J. W. P. (S.S. PIONEER MAIN)
HOBOKEN, NEW JERSEY

"Just a few simple words, simple because it is not so easy to lay down one's feelings and to express those feelings in the right terms.

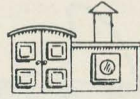
"There is such a thing called "inner feelings", that is what one cannot explain in words.

"I was very grateful, thankful and most of all full of respect for what you have done for our ship by sending those wonderful gift packages for Christmas.

"It is so easy to get a package, open it, and find all those gifts inside to call

(Continued on Page 12)

UNDER THE CHARLEY NOBLE



by Barry Edgar

The arrival of a new "Queen of the Seas" is always cause for excitement. For the past few weeks anticipation has been mounting in these parts as the arrival of the SS FRANCE drew near. On February 8th, to a greeting of fire hoses claxons, and horns the SS FRANCE, flagship of the French Line, rode up the Hudson in royal grandeur representing not the 'Glory that was France,' but 'The glory that Is France.' She dipped her colors to Miss Liberty, acknowledged the cheers from the Battery with her deep throated horn, and carried on a flirtation with the more than fifty small craft and fireboats which rode up the river with her. Bespeaking elegance from stem to stern, the France is the longest liner in the world. Her aim is to be the most luxurious ship afloat, and this she may well be. Certainly, she's expected to equal and possibly surpass her famous predecessors as a 'gourmet's paradise.' The decor of her first class dining room is an auspicious start. It's a sumptuous room, two decks high, in the form of a gold rotunda. Entrance is gained down a magnificent sweeping staircase — fit for the most elaborate entrance any woman could devise. You'll quickly feel at home in the dining room as the steward seats you and serves you. The sommelier will make sure your wine glass is never empty. The dishes at nearby tables will suggest a few choices, the menu itself is almost limitless, and if you're really hard to please the maitre d' will suggest (or even have concocted) a special dish for you.

The pleasures of her table are best when tasted aboard. To whet your appetite we offer a small selection of her "ordinary delicacies." But, let's admit that this month the recipes from

the SS FRANCE are more for reading — unless you really are ambitious.

FILET OF SOLE DUQUESNE

- 6 filets of sole
- ½ cup salmon pate mixed with cream
- 6 oysters
- 3 tbsps. chopped mushrooms
- Butter, salt, pepper
- Dry white wine
- Fish stock
- 1 cup white sauce
- ¼ cup fish stock
- ½ chopped tomato
- 2 tbsps. brandy
- ¾ cup lobster meat
- ¾ cup mushrooms

Flatten filets and spread each with a light layer of salmon mixture. Add one oyster to center of each filet and roll up. Secure with toothpick. Melt a little butter in shallow pan, add chopped shallots, mushrooms, salt and pepper. Arrange filets on top. Add enough dry white wine and fish stock (even amounts) to barely cover. Cover pan and cook in moderate oven for 25 to 30 minutes. Meanwhile, prepare a croquette mixture as follows: 1 cup white sauce, add chopped tomato and fish stock. Add brandy, ignite and burn off. Add lobster and mushrooms. Shape into oval cakes about same size as filets and fry. Remove to serving platter, top each croquette with a filet. Over a hot fire reduce the liquid in which filets were cooked to about one third. Add a little butter, light cream and salt. Pour this over filets. Put platter under broiler to lightly brown the top. Garnish with parsley.

LEG OF LAMB L'AVRANCHIN

- 1 leg of lamb
- Wine vinegar
- Carrots
- Onion
- Thyme
- Bay Leaf
- Green Beans
- Cloves
- Crushed Garlic
- Salt
- Ground Pepper
- Dry White Wine
- Butter
- Capers

Marinate meat for 24 hours in mixture of wine vinegar, carrots, onion, thyme, bay leaf, cloves, crushed garlic, salt,

ground pepper and white wine. Remove from marinade. Dry meat and spread butter over it generously. Roast. Cook marinade until reduced to half and pass through strainer. When lamb is almost done pour sauce over it and let simmer gently until meat is finished. Baste frequently. Sprinkle with capers before serving.

FROZEN SOUFFLE EN SURPRISE

- 1¾ cups milk
- 1 vanilla bean
- 7 or 8 egg yolks
- ¾ cup sugar
- 1¾ cups heavy cream
- 1 lb. strawberries
- Red vegetable coloring
- Sugar
- Grand Marnier

Make a custard as follows: scald 1¾ cup milk with a piece of vanilla bean. Mix egg yolks and sugar, beat well until mixture is light colored and thick enough to form a ribbon. Pour scalded milk a little at a time on yolks and sugar, stir briskly. Return to stove and cook stirring constantly over low heat for 2 to 3 minutes. Do not allow to boil. Strain and chill. Meanwhile, whip 1¾ cups cream until stiff and combine it with ¼ lb. strawberries, washed, drained and crushed. When custard is chilled fold it with ¼ lb. strawberries, washed, drained and crushed. When custard is chilled fold in whipped cream mixture gently. For a brighter color add red vegetable coloring.

Select a round shallow bowl and fasten a 1¼ inch collar of light cardboard around the top. Fill bowl with mixture to top edge of collar and level off the surface. Put in freezer to harden. Prepare remainder of strawberries as follows: Wash well, drain, sweeten with sugar, sprinkle with Grand Marnier. When souffle is firm draw a circle with sharp knife ½ inch from edge. Then, using a long, narrow pointed knife that has been heated, push it to the center, starting at the scored line and pull it it around on the scored line cutting as near the top as possible. This will form a conical shaped cover which can be lifted off. Dig out about ¾ of the center of the souffle and fill the space with the strawberries. Replace cover and decorate juncture with whipped cream. Serve with a strawberry sauce.

A snubbing rope for boat moorings is made of synthetic rubber. It stretches to four times its length, is unaffected by water or sunlight and can be spliced or knotted.

GRANDPA — continued

sides the *Essex* there were three other ships destroyed by the attack of enraged whales: The *Union*, the *Ann Alexander*, and the last in 1902, the *Kathleen*. Perhaps they were all just stories he had heard and adopted as his own, but they were true enough. Grandpa was a whaler, I know, because he smelt like one.

"You can always tell a whalman by his aroma," he apologized. "Me, well, I was initiated on my first passage. After a whale is killed and captured, you know, you have to pump air into him to keep him afloat. We had just finished the job when I leaned over the side to admire his beautiful bulging carcass. That's when he let me have it... the damn thing blew sky high. Man... I stunk," he grimaced.

I believed him.

Each whaling season was marked with its share of casualties. Many ships that sailed through the Arctic Straits were turned over by frozen topmasts and others were trapped and crushed by ice floes. Sometimes years passed before marooned men were rescued from glacial homes by passing ships. In the old logs is a story dated 1775 of a whaling vessel which was found frozen in a Greenland ice floe with the bodies of the entire crew preserved. The log book was dated 1762.

The greatest disaster of the American whaling fleet occurred in 1871 off Cape Belcher in the Arctic. Grandpa was in on this one too...

"We, 39 ships of us, inched along narrow ice lanes chasing the elusive pack which seemed to lure us further into the treacherous straits. At times ice completely surrounded some of the boats. A whale hunt is like that... like a salt fever. You can't go back.

"The lane was only a half mile wide now, but suddenly a northwestern broke. About that time we were already boiling the blubber in the huge deck furnaces. It was a picturesque sight — a circle of blazing ships in the

(Continued on next Page)

PORT NEWARK — continued

ships docked at Hoboken have been coming out here by the bus loads. They pay their own way to the Club and back. For the 1962 season we are planning to extend our work to the ships berthed on the New Jersey waterfront from Edge-water piers to Perth Amboy and intermediate docks. Most of these ships are oil tankers. Such plans must be carefully coordinated with the schedule now in existence for the Port Newark Station. Because tankers are so rapidly dispatched in port, accurate timing and careful scheduling is essential. Thus, one must determine in advance exactly when and where these ships are docked.

Our experience has proved that the Seamen's Church Institute has answered an urgent call for services to ships in Port Newark. Port Newark is a pioneer work, it is an open field where no religious, social, or recreational facilities have ever been established. Because the Seamen's Church Institute was foresighted enough to establish a station in Port Newark when the need for a seamen's agency was so great, all indications are that this work will develop in step with this fast expanding seaport. An increased number of men from all seafaring countries will in the future find their way to Port Newark. We have a unique opportunity to reach large numbers of seamen, and it is our privilege to be of service to these men when their ships are calling at Port Newark. We are happy indeed to invite them to our new station. Port Newark is an investment in the future and the recognition of the human side in this port.

Our ultimate aim is that the seamen might know that all efforts in their behalf are motivated by the spirit of true Christian Concern, and in the final analysis that we represent Christ's Church ministering to men of the sea from all nations. Finally the ultimate criterion is the human one.

GRANDPA — continued

night, each silhouetted in falling snow. But the furnaces soon grew cold and in a few hours every spar was frosted like a gravestone.

"One by one the helpless little ships popped like peanut shells as they were crushed by the relentless freeze of the water. Thirty-two ships were abandoned and lost while 1,200 men made their way back to the few supply ships."

Few means of making a living have combined so much danger, excitement and hard labor as whaling.

"When we caught a few whales at once we worked like mad for a week," Grandpaw said. "After a whale was captured it was lashed alongside the ship while we crawled upon the back of the animal with spiked shoes and stripped the foot-thick blubber off the body like a roll of adhesive tape. If it happened to be a Sperm Whale, the upper portion of the head was opened and the liquid spermacetti, used for medicine, was baled out."

In the middle of the last century the whaling industry engaged some 1,000 boats and 70,000 people. Today no U. S. company sends even a single whaler to sea.

Now factory ships, escorted by six or eight gun-tugs which chase and kill the whale, are better equipped than most slaughter houses on land.

LETTERS — continued

your own.

"For you it was time, effort, wrapping up, writing cards and what not of which I was thinking at the same time, all done for us strangers and for which we all, no doubt, thank you very much.

"Well then gentlemen, may God Bless You who were so thoughtful to others, if only all of us would think and feel like you do to your fellowman, there wouldn't be so much trouble in the world as exists nowadays.

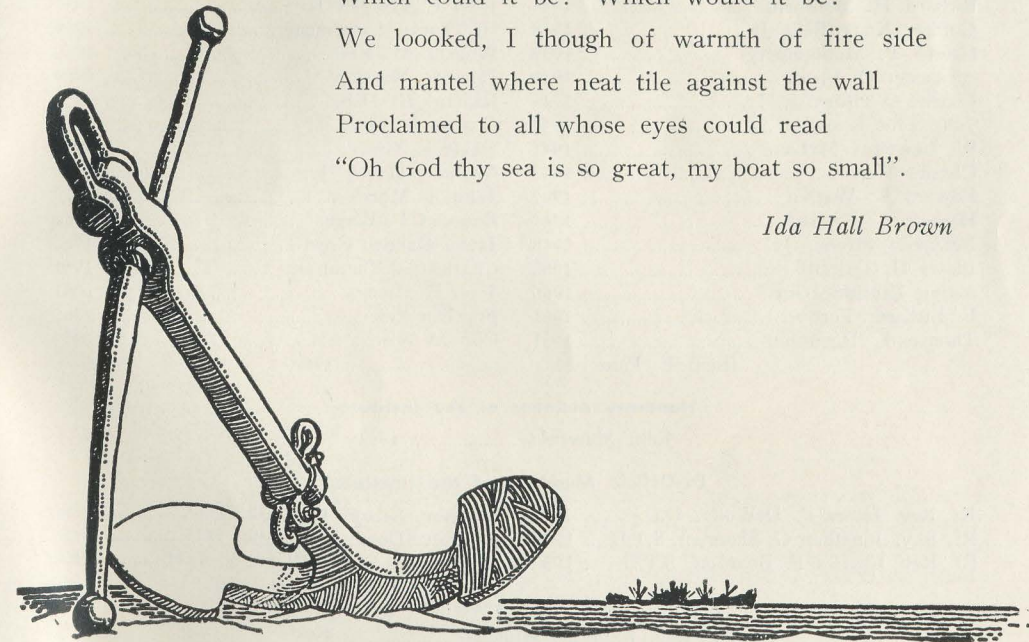
"A very happy and prosperous New Year in the best of health is my sincere wish." L. J. (M V "WESTERDAM")

MAN IN A DORY

Amber flicked the tops of the waves
Deeper down they were leaden grey . . .
We looked and wondered at what private hell
Could make one man and one small boat go out
Beyond the safe resounding of the surf
Beyond the reach of circling sea gull's cry
Into the angry world of hungry wave
Where there was naught but elements and sky
One small boat, whose keel and rib had known
Before reincarnation, in another world
Sun and star and leaf and spring and frost
And ever reaching limb, that waved to clouds afar.
One man a puny thing of heart and flesh and bone
who came alone, to wrestle from the sea
A pittance or his own eternal soul

Which could it be? Which would it be?
We looked, I thought of warmth of fire side
And mantel where neat tile against the wall
Proclaimed to all whose eyes could read
"Oh God thy sea is so great, my boat so small".

Ida Hall Brown



BOARD OF MANAGERS

Honorary President

THE RT. REV. HORACE W. B. DONEGAN, D.D., D.C.L., 1946

President

FRANKLIN E. VILAS, 1948

Chairman of the Board

CLARENCE G. MICHALIS, 1924

Clerical Vice-Presidents

REV. FREDERICK BURGESS	1923	REV. CANON BERNARD C. NEWMAN,	
REV. ARTHUR L. KINSOLVING, D.D.	1949	S.T.D.	1959
REV. JOHN M. MULLIGAN	1951	VEN. A. EDWARD SAUNDERS, D.D.	1959
REV. JOHN HEUSS, D.D.	1952	REV. HOWARD M. LOWELL	1959
		REV. HUGH D. McCANDLESS	1959

Lay Vice-Presidents

ORME WILSON	1910	CLIFFORD D. MALLORY, JR.	1947
GERALD A. BRAMWELL	1942	CLARENCE F. MICHALIS	1947
		JOHN H. G. PELL	1936

Secretary:	GORDON FEAREY	1949
Assistant Secretary:	DAVID W. DEVENS	1958
Treasurer:	WALTER B. POTTS	1949
Assistant Treasurer:	HENRY C. B. LINDH	1961

Charles E. Dunlap	1915	Edward J. Barber	1952
John Jay Schieffelin	1923	William D. Ryan	1952
George Gray Zabriskie	1925	Leonard D. Henry	1954
De Coursey Fales	1932	David P. H. Watson	1954
John S. Rogers	1932	Benjamin H. Trask	1957
Charles E. Saltzman	1933	Clifford M. Carver	1957
Richard H. Mansfield	1934	John P. Morgan II	1957
Gordon Knox Bell, Jr.	1938	H. Thomas Cavanaugh	1959
George P. Montgomery	1939	William M. Rees	1959
Alexander O. Vietor	1939	John G. Winslow	1959
Charles W. Bowring, Jr.	1941	Richard H. Dana	1959
John Ellis Knowles	1941	Charles B. Delafield	1959
W. Lawrence McLane	1941	David R. Grace	1959
Charles Merz	1943	Chandler Hovey, Jr.	1959
Edward K. Warren	1947	John A. Morris	1959
Herbert L. Seward	1947	Edmund F. Wagner	1960
Benjamin Strong, Jr.	1948	James Randall Creel	1960
Lloyd H. Dalzell	1950	Charles G. Thompson	1961
Arthur Zabriskie Gray	1950	John P. Humes	1961
F. Richards Ford	1951	Franklin Cole	1962
Thomas L. Higginson	1951	Clifford Wise	1962
		Hugh E. Paine	1962

Honorary Member of the Institute

John Masefield

Ex-Officio Members of the Institute

Rt. Rev. James P. DeWolfe, D.D.	1942	Rt. Rev. Leland F. Stark, D.D.	1954
Rt. Rev. Jonathan G. Sherman, S.T.D. ..	1948	Rt. Rev. Donald MacAdie, D.D.	1958
Rt. Rev. Charles F. Boynton, S.T.D.	1950	Rt. Rev. J. Stuart Wetmore, D.D.	1960

Director

The Rev. John M. Mulligan