

The LOOKOUT

THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK



FEBRUARY
1961

Editorial

One of our Board Members said recently, "... we feel it is important to greet seamen of all races, creeds and colors and make them feel welcome. We want the impressions they carry back to their homelands to be happy ones."

This is exactly why we have a Ship's visitors program here at the Institute. Below are excerpts from an essay written by a German seaman who visited the United States which bears out this point.

"... New York is a very unusual city. From pictures I knew only the skyscrapers, the nice parks, and the big department stores. All this was there and true, but only when one drives down Fifth Avenue and Broadway. One sees well-dressed people, big colorful cars, which drive on very wide streets, and one hears many different languages.

"But only five minutes from all this splendor and wealth, one is in a different world. One sees tenement houses with ugly fire escapes on the front side, dirty streets, and children in torn pants playing. I do not think that there are many cities in this world where one finds the contrast between rich and poor so sharply drawn as in this city. First one receives a big shock.

"To our eyes the people are dressed quite without any taste. Colorful dresses with gaudy patterns are preferred by the American women. The older women have dyed hair and wear thick make-up in addition to powder. Many women are so made up that their faces no longer live, but look like real masks.

"On the outside American People look impossible, but their inside is something to talk about. From their comradeship and good will we could learn much. Many collections for the Red Cross or Salvation Army. These organizations are not helped by the State, and this is why they have many campaigns

"The American People are very pious, every Sunday morning the whole family goes to church. After the service the whole congregation comes together to drink coffee. We might smile about this because we find it absurd to drink coffee in a church, there it is a very natural thing to do.

"Especially I noticed the Americans' love of freedom. The National Anthem is sung at every public gathering. While it is being sung, everyone has to stand and put their hand on his heart. In the classroom's of every school there is the Flag, and before class begins each day every pupil

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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 are met by endowment income and current contributions from the general public.

The LOOKOUT

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SEAMEN'S CHURCH
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25 SOUTH ST., 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

Gordon Fearey Virginia S. Briggs
Secretary Editor

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THE COVER: Christopher Niebuhr, son of Reinhold Niebuhr, goes up the gangplank of a merchant ship in the Port of New York. His purpose is to meet and greet the crew members as a representative of Seamen's Church Institute. Photo by Elizabeth Margaritis.

HOW TO PUT VACATION TIME TO GOOD USE

Every morning last summer three young men, dashed from the Institute to the Maritime Building on Broad Street. At their destination, they would stand before a gigantic bulletin board where arrival times and dock locations are posted for incoming ships to New York. Next they would jot down names and decide among themselves which ship they would visit.

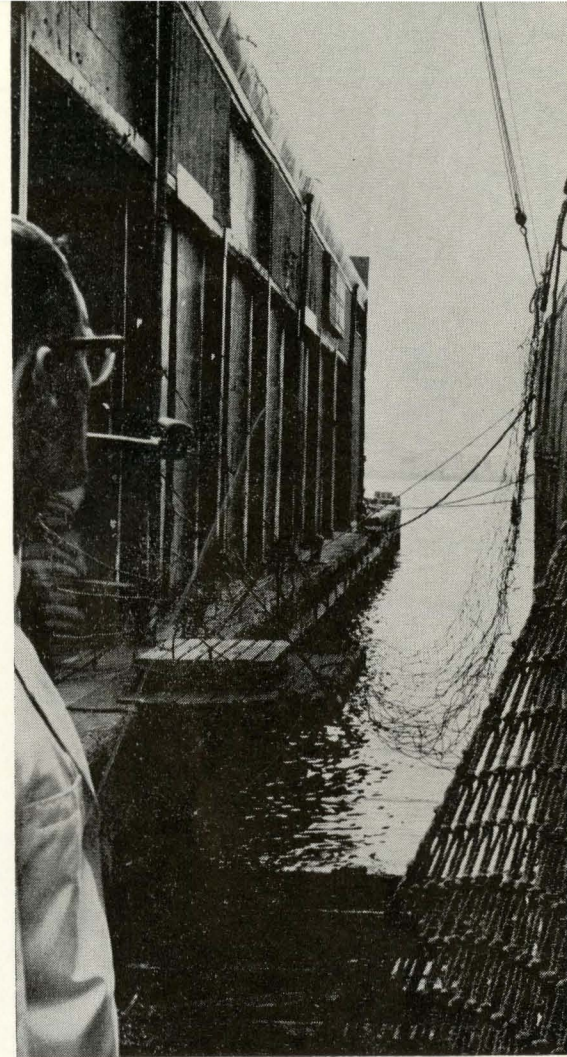
Back at the Institute they reported to Captain J. U. Bjorge, head of the ships' visiting division, where they were assigned for the duration of their summer vacation.

DOWN TO THE SHIPS

After picking up bundles of magazines, subway maps and Institute information, each went his separate way, either to docks in Brooklyn, Port Newark or in Manhattan.

This youthful trio was composed of students determined to put their summer vacation time to good use. Two of the young men are studying for the ministry. Frank Gibson is enrolled at Union Theological Seminary and Edmund Partridge is studying at General Theological Seminary, both in Manhattan. Christopher Niebuhr, son of Reinhold Niebuhr, theologian and philosopher, however, is attending the Graduate School of the University of Pennsylvania, studying public administration.

What was expected of these young



Ed Partridge pauses between ships visits and gazes out on the East River. Photo by Elizabeth Margaritis.

people? They were asked to go aboard incoming ships and extend a hand of Christian Fellowship to crew members.

CHRISTIAN FELLOWSHIP

The "hand of Christian Fellowship" is a rather vague term. It covers a variety of things. It can mean giving subway directions, arranging soccer games, reuniting friends or just talking things over. Anything to make the men feel at home in this awesome city.

They also invited the crews to visit

the International Seamen's Club at the Institute. In cases where the distance was great, they arranged to transport them here.

OBSTACLES

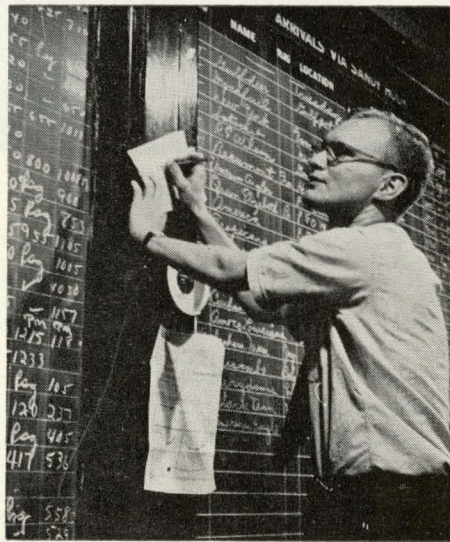
The toughest obstacles for the boys to overcome was their own shyness — they weren't sure how seamen would react to their connection with a church organization. But once they found that they were welcome all nervousness disappeared.

Another thing they had to get accustomed to was the unusual working hours. This kind of work demanded their presence after working hours and over the weekends.

PURPOSE

The purpose of having seminarians come to the Institute during the summer was two-fold.

The primary purpose is to acquaint them with this phase of the Church's work and perhaps interest them into going into the waterfront ministry. For



Christopher Neiohr checks the arrival time of incoming ships in New York harbor. The bulletin board is located in the Maritime building. Photo by Elizabeth Margaritis.



Frank Gibson pauses in a hatchway to talk to a crewmember aboard a German ship which had just docked at an East River pier.

instance, the Rev. A. Dawson Teague, Jr., vicar of St. George's outside Savannah, Ga., has reactivated the 117-year-old Savannah Port Society which had been dormant six years. Mr. Teague spent a summer working with Captain Bjorge while studying at General Theological Seminary.

Another reason for asking seminarians to spend their vacations at the Institute is that during the summer months more ships come into New York, and Captain Bjorge's workload is doubled.

PORT NEWARK

For instance, nearly 2,000 ships called at Port Newark last year. Multiply that number by the number of men aboard each ship and the figure is astronomical. The greatest majority of those ships docked during the summer.

This coming summer our Port Newark Station and Athletic Field will be in full operation and the need for more ships' visitors will even be greater.

Research Ship On High Seas Gets Gift Boxes

On Christmas Day the research vessel, VEMA, was on the high seas. But Santa didn't overlook her crew.

Two days before the ship sailed from Piermont, N. Y. Captain J. U. Bjorge, our ships visitor, went aboard the ship and left 40 gift boxes to be opened on Christmas Day.

The boxes, containing 10 gifts and a knitted garment, were prepared by the Institute's Women's Council. Throughout the past year 1,200 women from all over the United States have

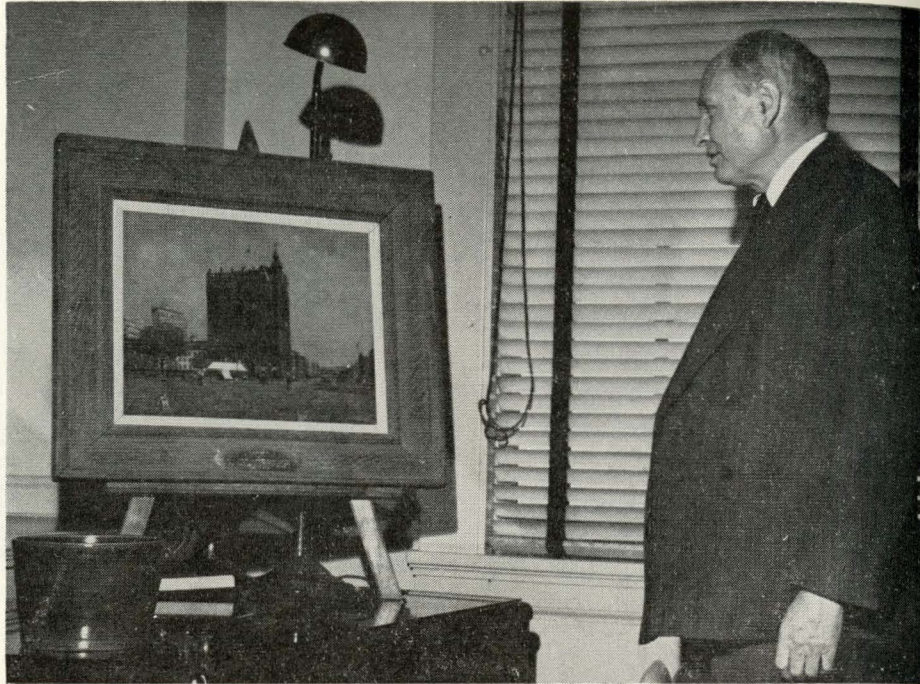
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A PRESENT FOR THE CAPTAIN. Captain Henry C. Kohler, of Lunenburg, Nova Scotia, Master of the VEMA, pointing out to sea, receives a Christmas box prepared by the Women's Council of Seamen's Church Institute. With him is Captain J. U. Bjorge. Photo by Rossi.



GETTING A PREVIEW. Captain J. U. Bjorge examines contents of Christmas box with crew members aboard the VEMA. Pictured with Captain Bjorge are (left to right) Paul Crouse, Clarence Tanner and Wayne Demone, all from Lunenburg, Nova Scotia. Photo by Rossi.



Orme Wilson, Vice President of the Board of Managers of SCI, gazes at an oil painting of the Institute presented to him during a luncheon commemorating the 50th anniversary of his election. Photo by Elizabeth Margaritis.

Orme Wilson Honored For 50 Years Service

We have a record-holder in our official family.

He is Orme Wilson, Vice President of the Board of Managers and the record is 50 years of service as a member of the Board. It is significant to add that Mr. Wilson, who divides his time between New York and Washington, D. C., has been a very active member during his years on the Board.

During a regular Board meeting at the Institute, Clarence C. Michalis, chairman of the Board, presented him an oil painting of the Institute's building. It shows how 25 South Street looked in 1912.

When Mr. Wilson first became a member of the Board, SCI was

located at #1 State Street. He can recall the days when "trolley cars (and even some horse cars) were as common as buses are today."

A native New Yorker, Mr. Wilson spent many years in the Diplomatic Service. He served as secretary to embassies in Brussels, Buenos Aires, Berlin and Berne. He was also an assistant chief in the Division of Latin-American Affairs, Department of State during the early 1930's. In 1944 he was appointed United States ambassador to Haiti.

Mr. Wilson's interest in civic and private philanthropies is not limited to the Seamen's Church Institute. He is a vice-president and a director of Children's Hospital, a director of the National Symphony Orchestra in Washington D. C. and vice-president and a trustee of the Corcoran Gallery of Art.

Institute Lobby Scene of Happy Reunion

The lobby here at Seamen's Church Institute is often the stage where scenes of human drama occur.

One such incident happened when William E. Schwederski, a merchant seaman, was reunited with his nephew, Otto Skeries after 30 years' separation.

The drama began when young Otto's family, back in Germany, asked Mr. Schwederski to keep an eye on the boy while he was in the United States. Mr. Schwederski was doing just that. But Otto was young with ideas of his own. So he suddenly left Mr. Schwederski and came to New York where he found work.

Somewhat sad and disappointed that he failed with his nephew, Mr. Schwederski never got in touch with the boy's family back in Germany.

Meanwhile Otto grew up, settled down to work and married.

As the years went by Otto wanted to find his uncle. He checked various sources to no avail. But he never gave up hope. He made regular visits to the Institute during his lunch hours on the chance he might run into



Otto Skeries and William E. Schwederski re-enact their reunion in the lobby of the Institute. Photo by Elizabeth Margaritis.

Mr. Schwederski. And his patience paid off.

One day as Mr. Schwederski was coming down the stairs Otto happened to see and recognize him. He touched his uncle on the shoulder and asked him if he was William Schwederski.

It took some convincing to get the older man to believe that Otto was really his nephew. Thirty years had changed Otto's boyhood features into those of a matured adult.

Once convinced, Mr. Schwederski was delighted.

Now he is a regular visitor to his nephew's home on Long Island and is proud to be the great uncle of Otto's 14-year-old son.

FOOTNOTE: About three weeks later Mr. Schwederski had another reunion. This time it was an old shipping mate whom he hadn't seen in many years. Scene? SCI lobby, of course.

THE WORLD OF SHIPS

Bounty Sails Again

The BOUNTY sails again! This time its voyage will be a peaceful one, save for a staged version of the mutiny which occurred back in 1789.

The new BOUNTY was built for M-G-M Studios in Lunenburg, Nova Scotia, at a cost of nearly half a million dollars.

One reason it is safe to bet that there won't be a second mutiny is that there are six deep freezers aboard, electric stoves, nine private staterooms, air conditioners, and a diesel engine whose exhaust travels out the top of the mizzen mast.

New Ship Book Published

A new giant-sized book about the merchant marine entitled "Great Ships Around the World" has been published. Produced by Penrose Scull the 9x12 inch volume contains over 400 illustrations.

By tracing the ships and the men who earn their livelihood in or through them, Mr. Scull has produced a fine tribute to the merchant marine.

Greek Revision

Yachts of all flags calling at Greek ports will have less formalities to comply with. According to new regulations, a yacht's documents are now inspected only at the first and last ports of call. The yacht's movements, for as

long as she remains in Greek waters, will be recorded on a special carnet (an agenda) issued to the yacht at the first Greek port of call and produced at all subsequent ports of call. The carnet provides in addition, useful information in both Greek and English, and gives a summary of Greek regulations so that abuses and resulting penalties may be avoided.

The government has made provision for yacht refueling stations and anchorages on islands and all along the Greek coastline. On producing the carnet, yachts may purchase fuel at these stations at transit prices.

AT&T Cable Ship

The American Telephone and Telegraph Company is building the world's largest cable laying ship. It will be 512 feet long, 69 feet wide and will be capable of carrying 1,800 miles of deep sea cable.

The 6,000,000 vessel is designed to operate year round. Her hull will be ice-strengthened and the cable-handling deck will be enclosed for work in northern waters.

New Record Set

The world's largest liner, the 83,673 ton QUEEN ELIZABETH, broke her own turnaround record when she docked in New York at 6:25 p.m. on Tuesday, January 3 and sailed at 11:30 a.m. Wednesday, January 4, thus mov-

ing in and out of New York in 16 hours and 35 minutes.

The new record cuts twenty minutes from the QUEEN ELIZABETH'S fastest previous turnaround of 16 hours and 55 minutes established between March 31st and April 1, 1959.

During her record short stay in the Port of New York the QUEEN ELIZABETH disembarked 832 passengers and embarked 684 passengers.

Eel Gives Life

An eel was credited with giving his life for the "cause of American shipping," according to a recent Associated Press report.

When the freighter ALCOA PIONEER was dry-docked in Mobile, Alabama, to determine the cause of a leak which had started and suddenly stopped, it was found that a rivet had fallen out, but that an eel had been sucked into the hole and wedged, killing him but stopping the leak.

Nautical Light

A new nautical light has been added to navigation charts for Long Island Sound.

According to the *New York Times*, the beam is coming from atop the recently completed memorial chapel erected on the shoreline of the Merchant Marine Academy at Kings Point, Long Island.

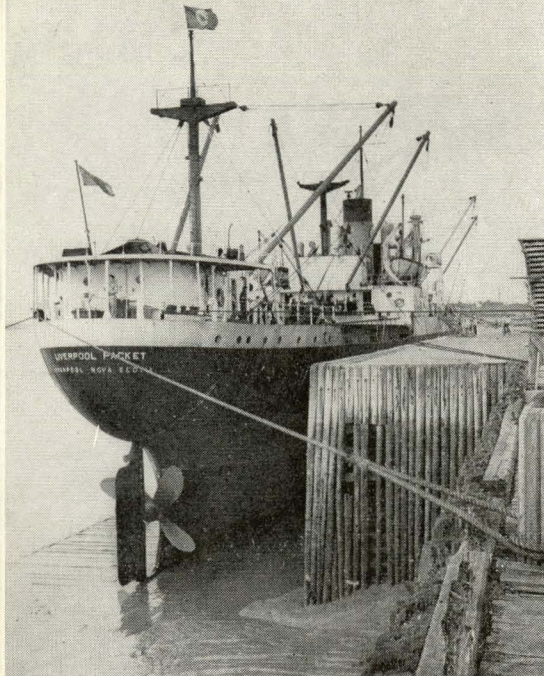
Weather By Phone

Members of the Maritime Exchange of New York may now dial a private unlisted number and receive the latest weather forecasts for New York. According to the Marine News (a weekly newsletter) the information is required by steamship companies and affiliated organizations to "determine prevailing weather conditions and predictions sufficiently in advance to permit them to arrange for the retention of long-shore gangs." What's wrong with WE 6-1212?

Protest

David B. Freeman, director of the Plimoth Plantation, Plymouth, Massachusetts, replied to an article carried on this page concerning the condition of the MAYFLOWER II. The article, taken from the Nautical Magazine, stated that the vessel was falling into disrepair due to souvenir-hunting visitors.

Mr. Freeman said this is far from the truth. According to his letter, "a 24-hour watch is maintained on MAYFLOWER II year 'round and; to our knowledge, there has not been a single case of damage to her or her rigging by visitors. The annual bill for upkeep of the MAYFLOWER is approximately \$20,000. This includes hauling, scraping, painting, rigging repair and an exhaustive annual check of each foot of running rigging."



There is no need for panic as the ocean going steamer, Liverpool Packet, sits high and dry on the floor of Nova Scotia's Bay of Fundy. The captain knows that in a few hours the tide will turn and his vessel will put out to sea.

HIGHEST TIDE IN THE WORLD

by CHARLES V. MATHIS

Nature stages one of her greatest shows twice daily at Burntcoat Head, Nova Scotia. This point of land, in a deep arm of the Bay of Fundy, has the highest tides in the world. They range from 46 to 54 feet above low water.

The contours of the Bay of Fundy are such that waters surge through its 48-mile-wide funnel shaped mouth into ever-narrowing estuaries. Twice a day, 3,680 billion cubic feet pours into this vast funnel, 145 miles long.

It is not unusual to see a ship resting in the mud, smoke belching from its stack, as it prepares to steam away from a wharf still high and dry. The

skipper knows that his vessel will soon be floating in deep water.

Meteorologists predict tides with unerring accuracy. The record tide — 103 feet — was recorded in 1869 at Burntcoat Head. That tide was foretold several months in advance.

GOOD FISHING

At Minudie on Chignecto Bay fishermen string nets on 15-foot poles stuck in the seafloor across an inlet when the tide is out. The incoming tide submerges the nets and brings schools of fish. When the tide recedes, the fishermen drive horse-drawn carts over the dry seafloor and, ascending ladders, pluck fish from the nets.

BACK TO NORMAL

These impressive tides can be seen only on the Bay of Fundy side of Nova Scotia. Elsewhere along Nova Scotia's 4,600 mile coastline tides which wash the rugged headlands and broad, sandy beaches have a normal rise and fall.

The Liverpool Packet is ready to leave the dock at Windsor, Nova Scotia where short hours before it was beached high and dry in the receding tides of the Bay of Fundy.



Dear S C I

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.

Calcutta, India

I want to thank you for your very nice gift at Christmastime. It was the only one I received out here away from home — and it was greatly appreciated. I have been to the Institute once on business, but I know the fine work you are doing for all the seamen. If there is anything I can do for you please let me know.

W. C. (S. S. Steel Chemist)

Hamburg, Germany

Before our departure for New York this evening, I would like to take this opportunity of expressing to you my most sincere thanks and appreciation for the Christmas Package and Season's Greetings that you so kindly sent me. It is indeed a great source of gratification to know that one is being remembered by those back home, when one is by force of circumstances required to be abroad on such festive occasions.

As Master of this ship, I happened to receive your gift package. However, all the other Officers and Crewmembers were equally delighted to have received their gift packages and kindly remembrances from the many women who have so generously given us their talents, time and material items, and on their behalf as well as my own I should like to convey their sentiments of appreciation for which we are all deeply grateful.

R. L. S., Master

(S. S. American Importer)

Hong Kong

Am taking the opportunity at this time to thank you and all concerned

for the wonderful gift I received today through the facilities of S. C. I.

I have been going to Sea for over 14 years and today, our Christmas of 1960, we the crew of the S.S. Pioneer Myth was touched with human kindness and remembrance and thought of on this day that means so much to all throughout the world.

R. B. (S. S. Pioneer Myth)

Liverpool, United Kingdom

I am eighteen years of age and on my first trip. This is really my first Christmas away from home and as this is so I have felt this day a little lonely and homesick, but when I received this parcel I realized that women had gone to a great deal of trouble to make this up and send them off. It cheered me up no end and I cannot thank you enough for the very kind gesture.

J. E. W. (S. S. Tantilus)

New York, New York

My husband W. B. (old sailor) was sick into Staten Island hospital some days ago and received from your organization a Christmas Box. It was so thoughtful of you to do so and everything was so lovely packed that I want to thank the Institute for such a kindness. May God bless and repay you for it. I know it is a part of your program to act so, but there is a way to give more precious than the gift itself and you got it. Now, my husband (who was in Ward A 3) has returned on sea but your institute has become a little more dear to him. What a pity you have not such places

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THE SEA WAS KIND. *By Albert Klestadt. Illustrated. 208 pp. New York: David McKay Company. \$4.50*

This is a tale of escape. First from the Japanese, then from Moros who inhabited the southern Philippines.

When the Japanese over-ran the Philippines, Albert Klestadt haunted the lesser known islands until he found a boat he could sail to Australia.

His first attempt to make the journey singlehandedly failed. The second, with a Moro crew, was punctuated by near mutinies, but was a success.

The reader will come away with a sense of admiration of Mr. Klestadt's ability to argue down his crew and to navigate his 35-foot boat with only the aid of a compass and a page torn from a Dutch atlas.

THE CHINA PIRATES. *By Kenneth Dodson. 337 pp. Boston: Little, Brown & Company. \$3.95*

Kenneth Dodson, author of "Away All Boats," has scored another hit with "The China Pirates." This is a fast-paced story of a young American third officer who gets involved in a pirate plot during his ship's run between Shanghai and Hong Kong. It is a highly complicated plot that includes conflicts between a captain and his crew, on one hand, a thoroughly evil stevedore and the pirates on the other and conflict between the hero and his rather unheroic heroine.

TALL SHIPS AND GREAT CAPTAINS. *By A. B. C. Whipple. 212 pp. New York: Harper & Brothers. \$4.95*

This is a collection of dramatic moments in the lives of great sailing ships and their captains from the early Viking period through the age of clipper ships.

Among some of the most interesting accounts are those of the American privateer *PRINCE DE NEUFCHATEL* during the War of 1812 and the uprising aboard the slaver *AMISTAD* in 1839.

Many of the stories are familiar to fans of maritime history, but they stand up well under second scrutiny due to Mr. Whipple's ability to tell a good yarn.

A WIND FROM THE NORTH. *By Ernie Bradford. 256 pp. New York: Harcourt, Brace and Company. \$5.00.*

In this biography of Henry, Prince of Portugal, Mr. Bradford combines the style of a novelist and the style of a biographer. It makes for easy reading as well as giving a more animated picture of Henry. The author says that none of the dialogue is invented, but is taken from accounts by Gomes Eannes de Azurara, the court's chronicler.

In addition to being readable this book is highly reliable. Mr. Bradford's bibliography is quite impressive.

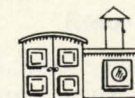
SURVIVAL AT SEA. *By LCDR G. W. R. Nicholl, R. N. Illustrated. 141 pp. New York: John de Graff Incorporated. \$6.00.*

Shipwrecks continue to take their toll of human life in spite of the great advances in naval architecture.

After World War II the British Admiralty set up a committee to study the whole field of lifesaving equipment and survival at sea.

This book studies the history of lifesaving equipment, the results of the committee's findings, use of the new equipment and future trends in lifesaving apparatus.

UNDER THE CHARLEY NOBLE



By Barry Edgar

FORCE TEN — the seas are cresting at thirty to forty feet while the freighter plods through, heaving and rolling like a wallowing cow. Up on the bridge the Second Mate gives a momentary thought to the assignment he turned down a spanking new liner, complete with stabilizers; down below the new sailor from Kansas realizes that the rolling ocean isn't all romance and the golden wheat fields back home look pretty firm just now. In the galley the chef makes preparations for his 'storm dinner'. It has to be easy to fix as well as easy to eat — preferably something that can be downed with a spoon and a bowl — and that means soup. But not just any soup; it has to be nourishing, it has to be a one dish meal capable of revitalizing both the mind and body. Afterwards the Second Mate will feel freighter life is worth while again, after all, he doesn't have to be bothered with passengers; and our man from Kansas decides he'll take salt instead of dust any day. The chef will get some praise and that's all he ever wants, regardless of the weather — just a little appreciation.

"Storm Weather" dishes are just as practical on a cold February day in the home kitchen — easy to prepare, quick to fix and Oh, so good! Here are some you might try, and, to make them even easier most of them use a canned soup base. They're wonderful for an unexpected crowd after a ski meet, or a snowball fight, or even a day at the office!

MILANAISE SOUP

- 1 can cream of chicken soup
- 1 can cream of tomato soup
- 1 can milk (using empty soup)
- 1 can heavy cream (can as measure)
- ½ cup macaroni, diced
- 1 cup baked ham, cut into strips
- ¾ cup mushrooms, cut into pieces

Blend tomato and chicken soups in a

sauce pan, add milk and cream, bring to boil and reduce quickly to simmer. Add macaroni cut into small pieces. When macaroni is half cooked add ham and mushrooms, stir. If soup is too thick for your taste, add a little more milk. Stir thoroughly until all ingredients are cooked and serve. Total cooking time — about 15 minutes. Serves 4.

NELUSKO SOUP

- 2 cans cream of chicken soup
- 1 cup sliced cooked chicken
- ½ cup grilled nuts

Prepare soup according to directions on can and add sliced cooked chicken. Take assorted nuts, unsalted, and place in skillet with a little butter. (If nuts have skins, blanch and remove skins first). Saute nuts lightly, they burn very quickly, and add to soup when brown. Serves four.

MINT PEA SOUP

- 2 cans cream of pea soup
- 1 onion
- 2 teaspoons fresh mint leaves, finely chopped
- 1 teaspoon, scant, sugar
- ½ teaspoon vinegar

Prepare soup according to directions, add onion, chopped and cook through. Chop mint leaves very finely, add sugar. Dissolve sugar by adding vinegar. Mix well. Add a little of the soup to mint mixture until all is well blended. Add this mixture to the soup. Cook through, simmering for at least ten minutes. Serve.

HONGROISE SOUP

- 1 lb beef steak cut into cubes, all fat removed
- Paprika
- 2 tps butter
- 1 medium sized onion
- 1 level tbs flour
- 2 cans consomme
- ½ lb small boiled potatoes
- 1 clove crushed garlic
- croutons

Dust beef with paprika liberally. Melt butter in skillet and add onion, chopped, and beef. Keep on high heat so meat will brown quickly. Turn meat until all sides are done. It is very important to sear the meat in order to keep the juices inside. The meat should not be overcooked, and,

(Continued on Page 12)

Letters (cont.)

in Europe, specially in LeHavre (France) where seamen miss so much, real nice clean and alive place to relax. I bet French sailors too, will enjoy it.
S. B.

Antarctica

At present we're enroute to the South Pole. We will not be at home, nor in any country for the holidays. My gift package from the Seaman's Institute was swell. Many acted like kids wanting to know what they got in their package. The gift items were all very usefull things we could use almost every day.

I want to extend my thanks to you and the people who made our Xmas away from home more cheerful.

J. T. K. (USNS Pvt. John Towle)

Derince, Turkey

May I extend my most heartfelt thanks for the very welcome package I received from the Institute. It will be the only one I receive this year until my return home some time between March and June.

Again thanks and may God bless you all for an appreciative Seaman.

E. N. P. (USNS Marine Fideller)

Quillota, Chile

May I take this opportunity on this Christmas Day to thank you all for the lovely package and gifts which I received this fine morning. It was a surprise for me, indeed as I am a passenger on the USNS ATLANTA (T-AOG 81), on my way to Antarctica via New Zealand, to participate in Operation Deepfreeze 61 as an observer for my country of Chile.

I realize the work and effort that went into making up these gifts, and parcels and want you to know that it made Christmas Day at sea much brighter and happier for me and other members of the vessel.

Once again, I thank you all, and my sincerest wishes for a Happy New Year.

Lt. Col. H. D.

Christmas At Sea (cont.)

been knitting the garments. Then last October over 100 of them who could get here, came to the Institute daily to pack and wrap over 7,353 boxes. They topped last year's record number of 7,159.

In a letter of thanks from the captain of the VEMA, H. C. Kohler wrote:

"This is to thank you and the people at the Seaman's Church Institute for the Christmas boxes which were put aboard the vessel in New York. They were distributed to all hands on Christmas morning and were greatly appreciated by everyone, especially those boys who were away from their homes for the first time.

"It seems that each article in these boxes is among the things that a sailor has much use for when at sea."

The VEMA will be gone approximately 10 months and will travel into the Arctic as well as the Antarctic.

Under The Charlie Noble (cont.)

if you like steak rare, be sure the rest of the preparation goes along very quickly. Ten minutes is usually ample time. Sprinkle sifted flour into skillet, reducing heat when meat is brown, blend, add 2 cans beef consomme, stir thoroughly, add one can water (less if you like the soup thick, more if you like it thin). Stir thoroughly. Add one crushed garlic clove and the boiled potatoes. Heat through. When serving top each bowl with croutons, diced fried bread. The true surprise to this soup is biting into rare steak in what appears to be half soup — half stew.

Editorial (cont.)

places his hand over his heart and recites the "Pledge of Allegiance, "his eyes fixed on the American Flag:

"I pledge allegiance to the flag of the United States of America, and to the Republic, for which it stands, one nation under God, indivisible with liberty and justice for all."

Evidently, someone had taken the boy in hand before his impressions of New York turned sour after seeing the slums.

EPITOME OF A SEAMAN

"I am moored to standstill land," he said.
"Anchored to Earth's hard core,
no northers to wrestle a jack-tar-down —
latched like an oaken door!

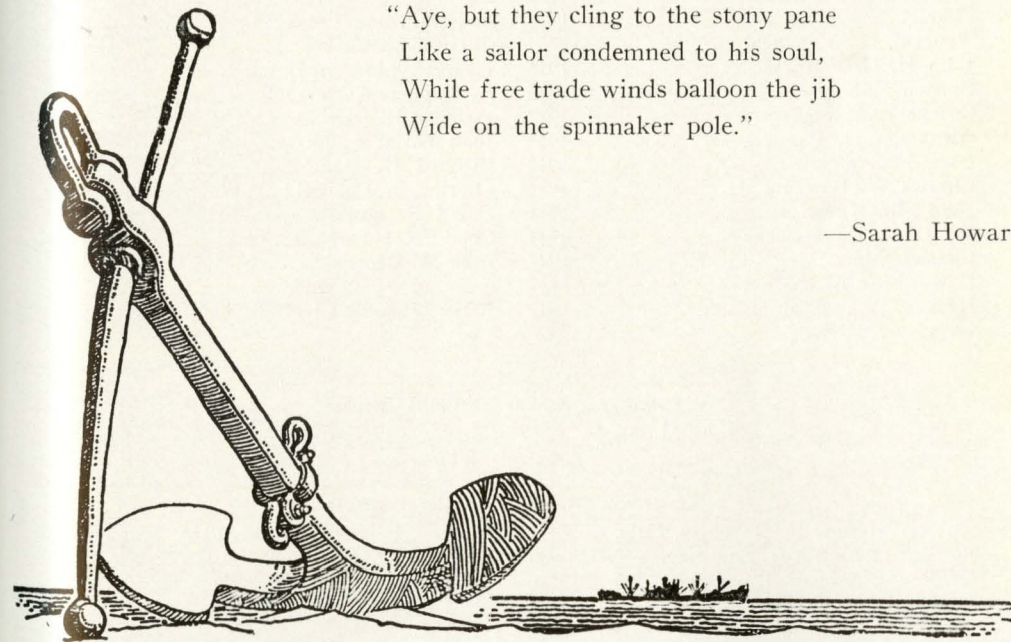
I, kippered in brine with the octopus —
now marooned on a batch of silt
spewed from the innards of the Sea,
refuse the ocean spilt."

"But the fields are blossoming," we said.

"The stars cling silver bright
to the windowpane where cicadas strum
their serenades all night."

"Aye, but they cling to the stony pane
Like a sailor condemned to his soul,
While free trade winds balloon the jib
Wide on the spinnaker pole."

—Sarah Howard



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

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REV. ARTHUR L. KINSOLVING, D.D.	1949	VEN. A. EDWARD SAUNDERS, D.D.	1959
REV. JOHN M. MULLIGAN	1951	REV. HOWARD M. LOWELL	1959
REV. JOHN HEUSS, D.D.	1952	REV. HUGH D. MCCANDLESS	1959

Lay Vice-Presidents

ORME WILSON	1910	GERALD A. BRAMWELL	1942
HARRY FORSYTH	1921	CLIFFORD D. MALLORY, JR.	1947
		CLARENCE F. MICHALIS	1947

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

Charles E. Dunlap	1915	Arthur Zabriskie Gray	1950
John Jay Schieffelin	1923	F. Richards Ford	1951
George Gray Zabriskie	1925	Thomas L. Higginson	1951
Frank W. Warburton	1928	Edward J. Barber	1952
De Coursey Fales	1932	William D. Ryan	1952
John S. Rogers	1932	Leonard D. Henry	1954
Charles E. Saltzman	1933	David P. H. Watson	1954
Charles S. Haight	1933	Benjamin H. Trask	1957
Richard H. Mansfield	1934	Clifford M. Carver	1957
John H. G. Pell	1936	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
Gerard Hallock	1940	Richard H. Dana	1959
Charles W. Bowring, Jr.	1941	Charles B. Delafield	1959
John Ellis Knowles	1941	David R. Grace	1959
W. Lawrence McLane	1941	Chandler Hovey, Jr.	1959
Charles Merz	1943	John A. Morris	1959
Edward K. Warren	1947	Edmund F. Wagner	1960
Herbert L. Seward	1947	James Randall Creel	1960
Lloyd H. Dalzell	1950		

Honorary Member of the Institute

John Masefield 1933 |

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Rt. Rev. Jonathan G. Sherman, S.T.D.	1948	Rt. Rev. Donald MacAdie, D.D.	1958
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