

The LOOKOUT

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"MEMORIES"

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK

VOL. XXV NO. 2

FEBRUARY 1924

Supplement to THE LOOKOUT, February 1934

After this issue of The Lookout went to press word came of the sudden death, after a heart attack, of our Beloved Superintendent, Dr. Mansfield, on Sunday, February 11, 1934.

This sad news leaves Board of Managers and Employees stunned and shocked by the sudden loss of our leader. With characteristic vigor Dr. Mansfield was working on Institute matters up to the very last.

Our hearts go out in sympathy to his bereaved widow and his five children during this, their hour of deep sorrow.

THIS MONTH'S COVER is reproduced through the courtesy of the Curtis Publishing Company, Philadelphia. J. F. Kernan, the artist, had no title for the drawing when it appeared on the cover of the Saturday Evening Post. But we are taking the liberty of calling it "MEMORIES" and of publishing an appropriate poem on page 3 by John D. Whiting, a marine artist who loves to recall the era of sailing ships.

The LOOKOUT

PUBLISHED MONTHLY

by the

SEAMEN'S CHURCH

INSTITUTE OF NEW YORK

25 SOUTH ST., NEW YORK, N. Y.

Telephone BOWling Green 9-2710

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Editor, THE LOOKOUT

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SEAMEN'S CHURCH INSTITUTE
OF NEW YORK

25 South Street

LEGACIES TO THE INSTITUTE

You are asked to remember this Institute in your will, that it may properly carry on its important work for seamen. While it is advisable to consult your lawyer as to the drawing of your will, we submit nevertheless the following as a clause that may be used:

I give and bequeath to "Seamen's Church Institute Of New York," incorporated in the year 1844, under the laws of the State of New York, located at 25 South Street, New York City, the sum ofDollars.

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

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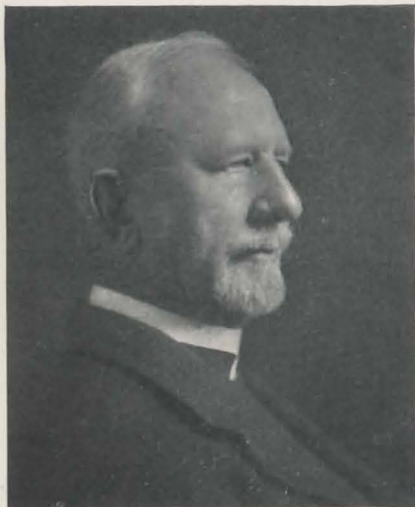
No. 2

DR. MANSFIELD'S DOUBLE ANNIVERSARY

THIRTY-EIGHT years is a long time to devote to one job. Dr. Mansfield as Superintendent of the Institute completed on January 3rd, thirty-eight years of work in behalf of merchant seamen. He also observed his 63rd birthday on this date. He has seen the busy waterfront change from a veritable forest of masts to its present aspect with long, finger-like wharves stretching out into the busy harbor.

Through all the years he has worked ceaselessly to protect sailormen from exploitation. As the years have passed he has witnessed many notable achievements in the *Institute's* history in which he can personally take pride such as breaking ground for the building in 1911; in September, 1913, when the building was opened; in November, 1925 laying the foundation for the new Annex and in 1929 this great thirteen-story structure completed.

And throughout all these struggles and achievements, he has experienced personal joys and sorrows, too. But the "will to do" was strong and this man of action overcame physical handicaps and today finds him, his strength restored, in improved health, with good eyesight, and as zealous as ever in his efforts to protect, defend and befriend the toilers of the sea—that "race apart"—the men who in the past were almost as underprivileged and misused as the Negro in the last century, and who today are freed from the domination of the crimp and landshark largely through his efforts.



Blackstone Studio

The Rev. A. R. Mansfield, D.D.

And the fight is not yet won. Dr. Mansfield's fervent hope is to see, before the end of another year, the tremendous burden of debt lifted from the *Institute*. "Shipping is beginning to improve," said our Superintendent in a recent newspaper interview, "but the thousands of unemployed seamen in New York still largely depend upon the *Institute* for the necessities of life. During the year 1933 we furnished 304,548 lodgings and 831,490 meals. The cost of all this has been a tremendous drain on capital funds. My hope for 1934 is to see our debt to the banks removed so that we may continue a full program of service to the seafarers in this Port."

THE CRUISE OF THE "SETH PARKER"



The "Seth Parker"

"THE most unusual experience during my sixty years of seafaring," said the old salt, "was the day I divorced four wives." This remarkable tale was told by an old deepwater sailorman from Sailors' Snug Harbor over Station WEAf on Tuesday evening, January 9th, just before Captain Phillips Lord aboard his schooner, "Seth Parker" embarked on his two-year round-the-world cruise. But lest LOOKOUT readers who were not fortunate enough to listen in on this unusual broadcast be kept in suspense, let us continue with the old shellback's yarn:

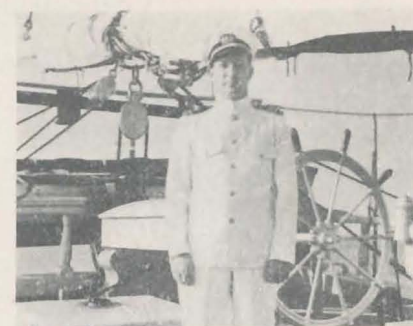
"I was down in the South Sea Islands, and I went ashore and out of a spirit of deviltry, I carelessly tossed some money and my hat to a native sitting on the beach. He began to hop up and down and dance a native dance. I was feeling well lit so I started to dance, too. When I returned

to my ship I noticed four women sitting on the deck outside my cabin. They were black as coal. Three of 'em were normal size, but the fourth must have weighed 400 pounds. They sat there for several days 'till finally I asked the mate: What's the idea of those native women hanging around the ship? Why, Captain, don't you know says he. They're your wives. My *what?* I demanded. Your wives. Sure, replied the mate. That crazy dance you did settled the bargain. Well, I was in kinda of a daze so I asked him: How can I get rid of 'em? That's easy, Capt. Just cut a grape fruit in half and squeeze some of the juice over each one of the lady's heads. That'll mean you've divorced 'em. So I squeezed out the grape fruit and one after another, each woman jumped overboard and swam ashore. Our ship sailed away that day and I had no regrets about the three wives but that big 400-pound lady I would've liked to have kept. She'd have made swell ballast!"

About ten old salts from Snug Harbor all of them over 75 years of age, related their unusual sea experiences to radio listeners over the Phillips Lord program, sponsored by Frigidaire. A group of seamen—several of them regular *Institute* guests, sing sea chanties

at the beginning and close of these weekly broadcasts. Captain Lord has fitted out a schooner, which he has named the "Seth Parker" after his popular Jonesport, Maine radio character. For two weeks the graceful vessel was moored at Battery Park, just a few blocks from the *Institute*, and many of our sailormen were given an opportunity to go aboard her. Many of the crew are *Institute* "regulars" who are delighted at this unusual chance to cruise on a real sailing ship once more. When the LOOKOUT editor went aboard, one of the cooks, showed us, with pardonable pride, the spotless "galley" and invited us to have a cup of hot coffee. It being one of those bitterly cold and windy days on the Battery, we could hardly resist the invitation. And as we sipped the fragrant beverage we watched the crew busily loading cargo for the "great adventure."

How we envy Captain Lord and his crew—we heartily wish them "bon voyage" and God-speed! For on this unique twentieth-century cruise, (with air conditioning aboard an old-time four masted ship!) they will revive memories of Dana's "Two Years Before the Mast", Melville's "Moby Dick" and many other shades—Captain Kidd, the Black Pirate, Long John Silver—will walk the decks of the "Seth



Captain Phillips Lord

Parker." For Phil Lord has not forgotten his boyhood dream—to command a vessel and sail the seven seas—and at the age of 30, he has stopped short before success and fame and the intricacies of modern life encompass him—and nothing is going to stand in the way of his fulfillment of that dream. On Tuesday evening, January 30th, "Mother Roper" spoke over the WEAf network on the "Seth Parker" hour. She told of her experiences in finding missing seamen.

MEMORIES

The clipper ship, man never made
A thing of lovelier form.
A pearly cloud, a fragile thing,
As graceful as a swooping wing—
Yet built to ride the storm.

To eastern ports, around the Horn,
Through days and nights of dread,
She raced the ships of half the world,
Old glory at the peak unfurled—
And brought it in ahead.

She's gone now, grimey steamers mock
The sails she hoisted then.
Worn sails that swayed against the stars
In those brave days of wooden spars
And iron-hearted men.

By John D. Whiting.

SAILORS' HYMNS

IT IS an impressive sight to see a crowd of sailormen assembled in the Institute's Chapel of Our Saviour on Sunday evenings, singing the old familiar beautiful church hymns. But it is particularly stirring when they sing that well-known hymn of the sea, "Eternal Father, strong to save." In a recent issue of *THE CHURCH AND THE SAILOR*, published by the British Missions to Seamen, we learned the history of this hymn, which never fails to touch the hearts of all who sing it, seamen and landsmen alike. It is a hymn to which there is wedded a tune of its own, the tune *Melita*, composed by the Rev. J. B. Dykes.

Curiously enough, the author of the words, William Whiting, never went to sea. He lived a quite uneventful life. He was born in 1825 and for more than thirty years was Master of Choristers at Winchester College, England. He was a prolific



Institute Chapel Organ, the gift of Miss Ethel Zabriskie

writer and translator of hymns, but "Eternal Father, strong to save" is the most popular. This appeared in the first edition of *Hymns Ancient and Modern*, published in 1861. He probably wrote the hymn because he thought there was a need for a hymn of this kind. He was a layman, a Licentiate of the College of Preceptors, and was lame from boyhood. He died in 1878.

Other hymns in our hymn-books under the heading "For those at sea" are: "On the waters dark and drear;" "Almighty Father, hear our cry;" "O Lord be with us when we sail;" "O God, Who meetest in Thine Hand;" "When through the torn sail the wild tempest is streaming;" (for stormy weather); "Holy Father, in Thy mercy" (for absent friends); "O Saviour! when Thy loving hand" and "As near the wish'd-for port we draw."

Seaman Harry Ralph, one of the Institute's guests, was inspired, one evening after chapel service, to compose the following hymn of the Sea:

Master, Sovereign of the sea,
Let us walk and talk with Thee!
Keep and guide us by Thy hand,
Help us, Lord, to understand.

Saviour, when the storms are high
May we feel Thy presence nigh,
Give us grace to overcome,
Hear Thy voice to say "Well done."

Thou, who walkest on the deep
With us and our brethren keep,
Watch by day and guard by night,
Keep us, Saviour, in Thy sight.

When at last we reach that shore,
Time and tide are known no more,
Our last voyage, O Lord, to be,
With Thee through all eternity.

H. Ralph.

Tune: Gottschalk

A SAILOR'S ALTAR

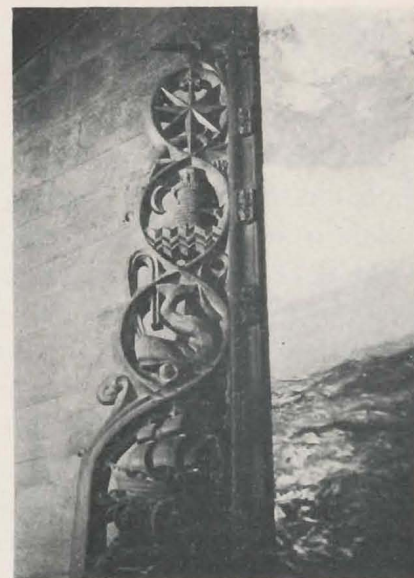
By Seaman George Gardner Elvin

EDITOR'S NOTE: One of the Institute's seamen, who used to be a member of the "Black Gang", has left the sea and is now studying to become a doctor. He works in one of the city's hospitals and recently, on his day off, came to the Institute and saw, for the first time, our lovely altar painting by Gordon Grant. He was so moved by its beauty that he wrote the following, which we are very proud to be able to publish in *THE LOOKOUT*.

I HAVE visited cathedrals that were very old
Which possessed lovely altars in white
and in gold.
But the altar that pleased me in its sweet
simplicity
Was the one that is knelt at by the men
of the sea.
It matters not that the picture, in its
oaken frame
Was painted by an artist with a well
known name.
What matters is, that with skill at his
fingertips
He has depicted a scene, dear to the men
from the ships.
A sweep of open sea, a sky, yellow with
morning light
Gorgeous white crested combers, and gulls
in flight.
A grey ragged bank of clouds upon the
horizon
Evidence of the storm in the night that
has gone,
A seaman's picture, standing behind a
cross of gold
Bringing to them a message, new, yet
very old.
Of confidence and courage to bear
throughout the storm
With a promise of clear skies in the com-
ing dawn.
And the knowledge that He whose name
is on their lips
Watches over those that go down to the
sea in ships.

Gordon Grant who painted the magnificent seascape in the chapel, stated in his article about it, that it represented the sailors' Be All and End All—Sea and Sky; he has entitled it "Eternal Sea."

"We know that there is a line—
"and there was no more sea," but Rud-
yard Kipling expressed our sentiments
when he wrote "The Last Chantey"



Designed by Howard I. Cornell
Detail of Reredos Frame,
Chapel of Our Saviour

"Sun and wind shall not fail from the
face of it
Stinging, ringing spindrift, nor the ful-
mar flying free
And the ships shall go abroad
To the glory of the Lord
Who heard the silly sailor folk, and
gave them back their sea."

The artist also asked, how many have
seen a yellow sky, a bronze ocean, and
red clouds.

Who but the sailor climbing in or out
of the crow's-nest in the early morning;
or the fireman coming up from the stoke-
hold at eight bells, having completed the
"graveyard" watch. One fireman in par-
ticular with fingers stiffened from clutch-
ing a shovel for four hours, trying to
emulate Masfield's "Dauber" by wielding
brushes and paint, in an attempt to catch
the beauty of "a yellow sky, a bronze
ocean, and red clouds."

None better than seafaring men know
the Space, the Light, and the Creation
and Eternity of it all.

Forests may be razed, and the land-
scape ripped up for minerals and oils, but
happily the sea will ever remain uncon-
quered and unchanged.

Help Us Keep Light Shining!

FAR down the bay, the green light from the Titanic Memorial Tower on the roof of the Seamen's Church Institute of New York is seen shining brightly, bidding returning seafarers "Welcome Home."

This light is kept burning brightly on the great shore home for sailors at 25 South Street due to YOUR generous support. YOU, and other landsmen, have reached out a helping hand to assist them in climbing back toward self-respect and self-support.

As we begin our 90th year of service we like to recall the storms and gales which challenged us, which tested our true mettle and which proved the **Institute's** worth. We face the future with faith in God and confidence in YOUR loyalty.



Lighthouse
Seamen's Chh of New York

SEVERAL of our readers have written in to suggest that if each contributor sent an *extra* dollar this year the Institute will be able to balance its budget. One gentleman wrote as follows: "A great many of us are obsessed with the idea that a dollar is only a dollar but when it is given in a crusading spirit and goes forth to fight for an ideal it can call hundreds of dollars to its side. And so I dedicate five little soldiers to this task."

When you renew your contribution this year, won't you add one *extra* "little soldier" who will help share the Institute's responsibility toward our seafaring brethren? Our Titanic Lighthouse symbolizes **their** bravery and devotion to duty at sea. **Your** gift symbolizes the landsman's appreciation of Jack Tar's services.

YOUR gift during 1933 has to give these destitute sailormen the Incentive to Live.

Won't you renew your gift? It will mean a ray of hope in the lonely lives of men who look to the Institute as their port in the storm of life. Help us keep the light shining!

Please make checks payable to

SEAMEN'S CHURCH INSTITUTE OF NEW YORK
25 South New York

Since 1844 Serving Sailors Ashore



JEANNETTE PARK



Jeannette Park

NEW information has come to light regarding the little triangular open space opposite the *Institute* known as "Jeannette Park." Among the books discovered in our old store-rooms when preparing to open our Conrad Memorial Library we found a volume entitled: *THE VOYAGE OF THE JEANNETTE* which contained the journals of the Commander, Lieut. George De Long. On reading these journals we found no mention of the "*Jeannette*" having ever been in New York. Our curiosity was aroused and on reading further learned that the vessel had been purchased in England by James Gordon Bennett and was named the *Pandora*; was renamed the "*Jeannette*" after his sister, and then sailed directly to San Francisco and thus to Bering Strait and the Arctic where she was lost in the ice.

So why, we pondered, should the little park at Coenties Slip be named by the City "*Jeannette*" if the legend which had persisted so long—that the

vessel had been moored at Coenties Slip—was untrue? Pursuing our researches further, and still finding no solution to the mystery, we eventually wrote to the Department of Parks and Mr. James V. Mulholland replied as follows:

"On February 23, 1884 (just fifty years ago) an Arctic Expedition returned to New York and one of the ships brought back the bodies of many who had died, including that of Commander De Long. The ship was the "*Jeannette*" and the Park (which on April 2, 1884 was formally approved by the Legislature) was named Jeannette as a Memorial to those who died on this expedition."

A few days ago Mr. Southmayd Hatch, a member of the Ship Modelers' Society, visited the *Institute* and brought us a photograph of his beautiful model of the *Jeannette* which he has just completed. Mr. Hatch is a second cousin on his maternal side of Lieut. De Long and from Mrs. De Long, who still resides in New York, he secured much information about the little vessel that carried as coura-

geous crew as ever tried to reach the North Pole.

On the 1st of November, 1873, De Long (after a previous Arctic experience in command of the *Juniata*) called upon Mr. Henry Grinnell, returning some borrowed charts, and by a chance remark, learned that Mr. James Gordon Bennett considered undertaking an Arctic expedition. In 1877 the idea was renewed and De Long purchased, for Mr. Bennett, the *Pandora*, owned by Sir Allan Young, who used her as a pleasure yacht in trips to the Arctic regions. He had purchased her from the Admiralty and had her guns removed, a poop added, changes below decks and a sheathing of American elm for protection against the ice. From the model readers can see what fine lines she had and how unsuited for Arctic work. She was of 425 tons burthen. Captain DeLong had his wife and daughter aboard the *Pandora* (renamed the *Jeannette*) when they left England for San Francisco.

The voyage to San Francisco was made in 165 days. In January, 1879 a bill was introduced in Congress to authorize the Secretary of the Navy to take full charge of the *Jeannette* to fit and equip her for North Pole Expeditions. The crew was to be especially enlisted subject to Articles of War and Navy Regulations and Discipline. The entire expense was to be paid by Mr. Bennett but the U. S. Government was to have full authority. The ship was commissioned June 28th, 1879 and sailed out of Golden Gate July 8, 1879. Passing the Aleutian Islands, stopping at Cunalaska Island, St. Michaels on Norton Sound to pick up fur clothing, dogs and native drivers, the *Jeannette* traveled northward along the 175 west meridian to nearly 72 degrees north latitude when she was



Model of "The Jeannette"
Constructed by Southmayd Hatch

frozen in the ice. A whaleboat and two cutters were selected to be sledged over the ice to open water, thence to the Lena Delta and up the Lena River to the native settlements. The boats were separated in a gale. DeLong in the whaleboat reached an estuary of the Lena River and Chief Engineer George W. Melville landed to the eastward. The second cutter in charge of Lieut. Chipp was never heard from. DeLong and his crew perished before Melville could get assistance.

Captain Bob Bartlett told us that if the *Jeannette* had entered the ice a little to the eastward of where she did, that the ship would have been carried over the North Pole by the drift of the ice and would have come out on the Atlantic side. To prove this theory, wreckage of the *Jeannette* was found on the West Coast of Greenland showing conclusively that it had drifted over the polar cap.

This, then, is the story of the ill-fated *Jeannette* and it is little wonder that when the rescue expedition returned to New York in 1884 with the remains of the gallant crew that the City should wish to commemorate their brave efforts by naming *Jeannette Park* in tribute to them. The

Institute takes particular interest in the park, for in 1923 a bandstand was constructed (through contributions of friends) as a tribute to the officers and men of the merchant marine who served in the World War. So the name of the park, and the bandstand, commemorate tragic but courageous

ventures—the one in the interests of exploration and science, and the other, in behalf of all humanity. And neither have been lost causes—and none of these lives were given in vain—for the world is at peace and both Poles have been conquered!

BOOK REVIEWS

THE LOG OF A LIMEJUICER

By Captain James P. Barker

Huntington Press Price \$2.50

The commander of the *Tusitala*, last of the "Square-riggers", has spent forty-four of his fifty-eight years at sea. He has rounded Cape Horn forty-one times. In this narrative, Captain Barker gives a unique personal record of life aboard sailing ships before steam crowded the wind-jammer from the sea. The story is set down by Roland Barker, Captain Barker's son who himself served as third mate under his father in the *Tusitala*.

What the sea could mean to a single family, what it could mean to a nation, is described by Captain Barker. He speaks of his grandfather who had left twelve sons, "all of them captains and owners of the ships they sailed"! From this heritage it was not surprising that Captain Barker and his son should also follow the sea.

And so this saga of the sea was written and in the opinion of most reviewers it will take its place among sea classics. The account of passages around the Horn—mutiny—headwinds—men overboard—and other thrilling and dramatic events—can scarcely be surpassed for color and action. The second half of this "Limejuicer's" Log is a treat for all lovers of marine literature. The term "Limejuicer" applies to English ships and its origin is traced to the days when seamen were on rations of salt horse (salt beef) and pork pickled in brine. Lime (or lemon) juice was served out to the crews as an antidote for scurvy. Limes being more plentiful in British dominions than lemons, they were used to prevent this horrible disease.

TATTOO

By Albert Parry

Simon and Schuster Price \$3.00

The subject of tattooing has never previously been explored, and so this book by Mr. Parry answers many questions about this strange custom. The author has delved deeply into the lore, legends and practices and illustrates his book with startling photographs and drawings. He has interviewed tattoo artists, old salts and circus characters and while we cannot agree with many of his Freudian conclusions in regard to tattooing, he does, at least, give some interesting data on the subject which would take the layman long hours of research to discover for himself. He advances (as we, too, advanced in a LOOKOUT article on Tattooing) the theory that many sailors get themselves tattooed on their first trip to sea in order to "show off" to their friends and relatives on their first shore leave that they are real he-men, every inch a sailor. Many of them regret this adolescent gesture in later years. During the World War, however, tattoo marks were useful during submarine wrecks, etc. in helping to identify the unfortunate victims. Some of the legends which Mr. Parry relates in his book are incredible but his scholarly treatment of the subject would lead one to believe that he can back up his assertions with authentic evidence. He points out that many lords and ladies are tattooed so that the custom is not restricted solely to seafarers, as is generally supposed.

CAPT. EDMUND FANNING

EDITOR'S NOTE: Some time ago we published excerpts from a rare old book owned by Mr. William Williams, a member of the Institute's Board of Managers. The book was entitled: "Fanning's Voyages" and it contained the experiences of Captain Edmund Fanning in his voyages around the world in 1800. We now reproduce a letter from an Institute contributor who is proud to claim Captain Fanning as a relative.

TO the Seamen's Church Institute, Christmas Greetings! May it weather the financial gale as it has done in all the past since its beginning and I only wish I had a million that I might lift that terrible mortgage that is eating up so much of the money sent in—a perfectly legitimate appetite, but one to be gotten rid of as soon as possible. Instead of a million, I am enclosing a small check which represents real sacrifice, dividends being conspicuous by their absence.

This trifle is toward the Christmas dinners for the worthy seamen,—may ships begin to put out once more! My heart aches for the sailor's feet, but my own shoes, all I could offer, would hardly be of much use to . . . the most needy—Please list this contribution in memory of my Grandmother's Uncle, Captain Edmund Fanning of old N. Y., extracts from whose book appeared recently in your interesting "Lookout," which I always read from cover to cover. Both my mother and Grandmother knew and visited Capt. Fanning when living, I think, in Barrow St. then a fashionable residential section. He was a wealthy ship

builder and sailed his own boats, with his brother Henry—"H. & E. Fanning." He planned the first South Sea Expeditions, and the U. S. Navy took over the project. He amassed a fortune as an East India trader.

His family married into the families of the Bleeckers, Rhinelanders, etc.—and he and his wife are buried in old Trinity Churchyard. His nephew, Nathaniel Fanning was a close friend of John Paul Jones, accompanied him on many voyages as private secretary and was the one who threw the grenade that blew up the *Serapis** in that memorable fight, when he was second in command of the *Bon Homme Richard*. The destroyer that captured the first German submarine was named for this great-great Uncle. Grandmother knew him, too; he lived in New Rochelle—Grandmother was born in 1792 and her mother . . . (The fight of the Constitution of Brittany was when the American flag flew for the first time outside the U.S.A.) . . . used to tell her of Revolutionary times. As my mother knew this great grandmother of mine, it brings the days of 1776 nearer to me than to most people. May I say I am 75, a mother of five and a grandmother of eight.

I hope I have not taken up too much of your time in writing all this personal history, but your printed extracts brought it all back to me, and I wanted you to know how intensely interesting it all was to me, as is . . . the book.

Wishing you all success,

Very truly

(Signed) Helen Fanning Adair

* Mr. Paul Hammond, another INSTITUTE friend, is the owner of a beautiful silver cup presented to Sir Richard Pearson, commander of the *SERAPIS*, by the Russia Company in 1779.





Courtesy, "Yachting"

USEFUL MEMORIALS

IN the December issue of THE LOOK-OUT we published an appeal for a sun lamp for our clinic, and we are happy to report that two lamps, one an ultra-violet and the other an infra-red lamp, were sent in by two devoted Institute friends. We also appealed for a silver coffee urn and here is the lovely letter we received:

"In response to a request in The Look-out, I am sending today by express the coffee urn given by Dr. Syms' father to his Mother on the birth of their son.

"We have always been most interested

in the Seamen and in your work, and I believe Dr. Syms would love to have a part in the cheer given to the men. So I hope this will dispense love and blessing beginning with the happy Christmas festivities. Dr. Syms passed away last year. In his memory I give this. Sincerely, Harriet J. Syms."

Other useful and practical memorials which the Institute greatly needs are: desk and floor lamps (metal shades); and two large silver trays. If someone who has moved to a smaller home has any of these things, we would be glad to send a seaman messenger for them. They will fill a genuine need and, if you wish, you can donate them in memory of some loved one.

AT THE MERCY OF THE GALE

HER sails torn to shreds, the barge pictured on this page, was washed to the mouth of the Thames River, England, during a gale last month. A Coast Guard life boat is attempting to go to the aid of the crew. Some of the sailors may be seen clinging to the barge's rigging. It was a close call, but the Coast Guard reached them in time to save the captain and crew from Davey Jones' Locker. Just one of the perils sailors endure—and always will endure—despite the luxuries and scientific improvements in ships. For no matter how well a ship is built, and no matter how gallant the men who man her, there are still the elements—wind and wave—to contend with—and to conquer.

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1933—A YEAR OF ACHIEVEMENT

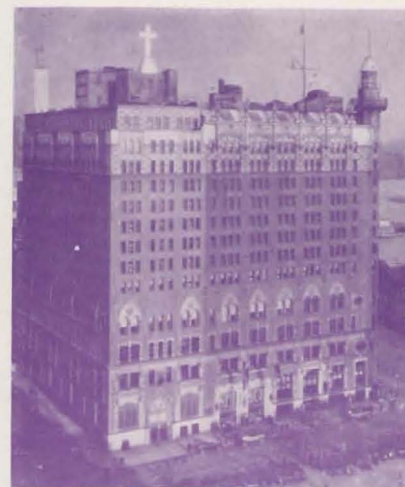
Summary of Services Rendered to Merchant Seamen

By The

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

From January 1st to December 31, 1933

- 304,548 Lodgings (including emergency dormitories).
- 30,130 Pieces of Baggage Checked.
- 831,490 Meals served in Restaurant and Soda Fountain (including relief meals).
- 25,648 Barber, Tailor and Laundry Customers.
- 238 Religious Services at Institute and U. S. Marine Hospitals attended by 11,116 Seamen.
- 208 Entertainments, moving pictures, athletic activities, concerts and lectures attended by 128,267 Seamen.
- 92,663 Social Service Interviews.
- 8,960 Relief Loans.
- 7,385 Individual Seamen received relief.
- 21,506 Books and magazines distributed.
- 4,394 Knitted articles and 10,863 old clothes distributed.
- 3,255 Cases treated in Medical, Dental, Eye, Ear, Nose and Throat Clinics.
- 1,522 Seamen referred to Hospitals and Clinics.
- 5,418 Apprentices and Cadets entertained in Apprentices' Room.
- 8,621 Interviews for emergency barber and cobbler.
- 229 Missing seamen found.
- 31,329 Information Desk interviews.
- 1,698 Positions procured for seamen.
- 3,774 Seamen made deposits in Seamen's Funds Department.
- \$246,380 Deposited for Safe-keeping and transmission to seamen's families.



"25 South Street"

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