



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



MAY 1974

THE PROGRAM OF THE INSTITUTE

The Seamen's Church Institute of New York, an agency of the Episcopal Church in the Diocese of New York, is a unique organization devoted to the well-being and special interests of active merchant seamen.

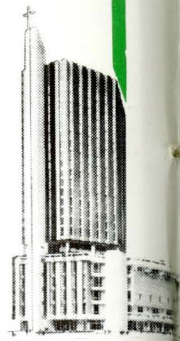
More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

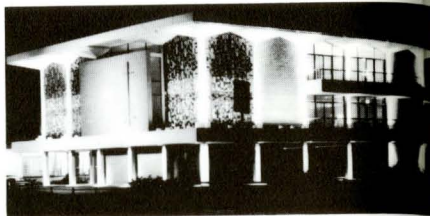
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shipping, SCI has provided an oasis known as the Mariners International Center which offers seamen a recreational center especially constructed and designed, operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted at night) for games between ship teams.

Although 57% of the overall Institute budget is met by income from seamen and the public, the cost of the special services comes from endowment and contributions. Contributions are tax deductible.



Seamen's Church Institute
State and Pearl Streets
Manhattan



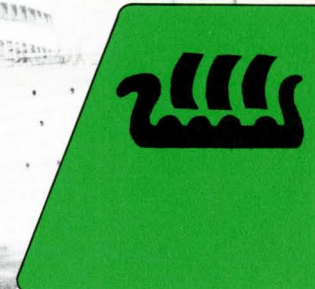
Mariners International Center (SCI)
Export and Calcutta Streets
Port Newark, N.J.

Stack Sleuth Explains Unique but Useful Hobby

Moore-McCormack's *S/S Brazil* as she appeared at time of launching in December 1957. She was later sold to Holland-American Line and renamed the *Volendam*.



Frierfjord
Aarhus



People collect an almost infinite variety of things, so it should come as no surprise to anyone to discover that there's a group of enthusiasts in the world whose hobby involves ship stack insignia.

The subject came to our attention recently when we received a request from Bill Black of Brooklyn, N.Y., to post a notice on our bulletin board asking for anyone interested in this off-beat hobby to contact him. Having ourselves never heard of this pastime before, we asked Bill, who's in the shipping agency business here in New York, for some details. "I guess most people who know anything about ships are aware that shipowners use identifying stack markings and company flags as trademarks," Bill said. "But with the number of owners and charterers around today, it gets to be quite a job keeping an accurate and up-to-date record of what insignia belongs to whom. Oddly enough there's no official organization that requires owners to publicize, or even identify their markings, so it's up to individual observers to keep each other advised of new sightings or changes. I'm very lucky because I have spent a lot of

time at the places where the ships are, and like most collectors I'm always on the lookout for a new item to add."

For Bill the interest in stack insignia began in 1958, when his family moved to an apartment overlooking the Narrows at the upper end of New York Harbor, and through which the majority of the port's seaborne traffic must pass. Starting with an elderly stack insignia chart ("if that chart had fifty insignia on it, I don't think five were still in existence by the time I got interested," Bill recalls), he assembled the basic library of reference works on the subject. "Unfortunately there hasn't been much to work with," he says. "There are scattered publications of varying quality, most dealing with the companies of the country in which the book is published. Two of the best sources are *Brown's Flags and Funnels*, which was just recently revised, and the well-known Texaco stack insignia chart, which is updated every year. The Navy put together an excellent publication called the *H.O. 100*, but this was originally published in 1960 and was never revised.

(Continued on page 4)

the LOOKOUT

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Cover photo: Yaquina Head Lighthouse on the Oregon Coast near Newport.

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Acadian Freedom
Yarmouth

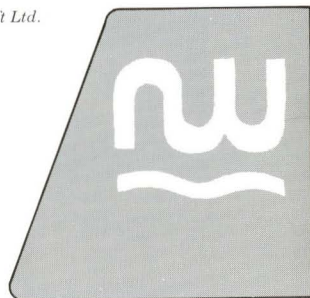


In the long run you find that you have to depend on actual sightings to create a basic collection that means anything." Bill has never lived or worked far from the water, and eventually he had the good fortune to be put in contact with a group of correspondents with parallel interests. "Their material has been the source of most of the information in my files -- everybody contributes to everybody else," Bill points out.

How does the stack insignia collector go about adding an item to the file? The process begins when the observer makes a sketch or note about any insignia or house-flag unfamiliar to him and not traceable in any of the reference material. The second step involves checking the name of the vessel carrying the insignia in the *Lloyd's Register* to find the name of the owning company whose insignia the one observed might be. "We say 'might' because there's no guarantee that the insignia doesn't belong to the operator or manager or charterer of that particular ship," Bill explains, "and you can't always get that information easily. Figuring out whose insignia it really is -- that's where a certain amount of detective work comes in. Sometimes you can be lucky and get the answer in the first place you look. Other times the hunt lasts for years. I had almost given up hope on one sight-

ing until I accidentally happened to mention it to a gentleman who turned out to be the local representative of one of the owners. In two seconds he solved the mystery of the two little Greek letters that had been driving me crazy for six years! Actually I get involved in this quite a bit because my 'specialty' is researching the flag-of-convenience owners who generally operate behind one-ship companies. For example, the sightings of a Liberian ship with a Greek name and the letter

Norwest Hovercraft Ltd.
Liverpool



'ABC' on the stack, registered to a Panamanian company whose initials are 'XYZ', is something to make me start digging a little. If I can't get anywhere with the reference books or letters to the owners, I go to people I know in the shipping business to try and get their help. Most of them undoubtedly think I'm a little nutty but that doesn't stop them

Carma Zulia
Panama



Huntingdon
Panama



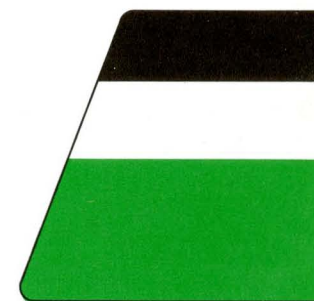
from being extremely helpful most of the time. Believe me I'm very grateful to all of them."

After the insignia's parentage has been satisfactorily tracked down, Bill makes a final sketch, a job sometimes complicated by flying horses, lions rampant, or other details above and beyond Bill's general artistic capacity. (Fortunately you don't have to be a Rembrandt for this, "he says.) With the sketch are included details of the ship on which the insignia was observed, along with the date and place of the sighting. After reproduction, the sketches are distributed to his correspondents throughout the world; each of whom in turn shares his own material with Bill and with others. In this way, hopefully, everybody (and no one seems quite sure how many people are involved) gets a look at everybody else's sightings, and adds comments or corrections if necessary. Being in the shipping business is not a requirement for membership in the group. "Of course, we'd love to have as many sea-going and shipping people as possible get interested in this hobby," Bill says. "All you need to start is a pair of binoculars and a notebook; later you can develop a filing system and get into the exchange set-up if you want. You might eventually develop a specialty like tug insignia or early 20th century mark-

ings or the insignia of specific nationalities. Once you get started you can set your interest in any direction you like."

Eventually the group would like to have a correspondent in every major port of the world. "We have nobody, as far as I know, in the U.S. Gulf or South America, and there's some really exotic stuff out in the Far East that would make any stack enthusiast go into hysteria. I know -- I've been in Vietnam, Hong Kong, and Singapore and seen some of it. My eyes still get misty when I remember my first look at Singapore Roads," (And Hong Kong and Dublin and Piraeus and about twenty other places," added Mrs. Black, referred to by her husband as "a girl of great patience and understanding" -- for obvious reasons.)

Doggersbank
Newhaven



After making the rounds, the collected material is destined to wind up in the Central Record of the World Ship Society, headquartered in England, where it will be available to anyone interested now and during the years to come. Thus will a stack insignia that has perhaps started life as a shipowner's doodle, or as the expression of the frustrated artistic talent of a chief mate with some surplus orange paint, become "official". Anything that provides enthusiasts like Bill Black with so much enjoyment deserves the honor.

Nautical Certificates

For all those seamen and travelers who have crossed the equator, sailed to the Arctic Circle or around the world but never received a certificate commemorating the event, we've just seen an example worthy of the occasion, and wanted you to know about its availability.

Each ceremonial certificate is 16 by 20 inches, is printed in four colors on 100% rag parchment, is complete with lettering of the person's name and crossing information in old English script, and is topped off with a gold seal and ribbon.

As you can tell by the accompanying photo, the quality of art is excellent and the cost is less than \$5.00 per certificate including postage.

The eight ceremonial certificates available are the Golden Dragon (180th Meridian), the Neptune (Equator), Re-commissioning, Arctic Circle, Antarctic Circle, Plank Owner, Golden Shellback (180th Meridian and Equator), and Round the World.

Inquiries regarding orders and inscription may be made by writing Mr. Lund at *Our Navy Certificates*, 1 Hanson Place, Brooklyn, New York 11217 or calling (212) 783-4540 during office hours.



COENTIES SLIP ARTISTS SHOWN AT DOWNTOWN WHITNEY



Featured on the cover of the Whitney Museum's "Coenties Slip" catalog was a photo of the Institute at 25 South Street during the era when the area housed a variety of artists who lived and worked in the spacious low-rent abandoned lofts along the Slip. For many, living near the waterfront with its special lights, forms and sounds resulted in works greatly influenced by the locale.

The Downtown Branch of the Whitney Museum of American Art recently mounted an outstanding and much-noted painting and sculpture exhibition entitled "Nine Artists/Coenties Slip."

The show was of special interest to SCI friends and staff because during the 1950's and '60's the artists shown all had studios near the Institute and were familiar faces to SCI, often eating in its cafeteria. In addition, one artist exhibited, Mr. Frederick Mitchell, teaches painting and drawing here at our Franklin D. Roosevelt Institute adult education school.

Many of these artists are now recognized as among this country's foremost

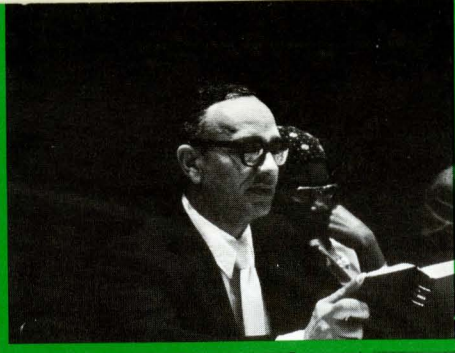
contemporary artists. Besides Mr. Mitchell, the show included works by Charles Hinman, Robert Indiana, Lenore Tawney, Ann Wilson, Jack Youngerman, Ellsworth Kelly, Agnes Martin, and James Rosenquist.

The show was conceived and organized by students in the museum's Independent Study Program which is a part of the Whitney's Education Department headed by David Hupert.

By coincidence, the Downtown Whitney, a welcome and much-needed addition to Lower Manhattan is located in the Uris Building which stands on the site of the old Institute.



kaleidoscope

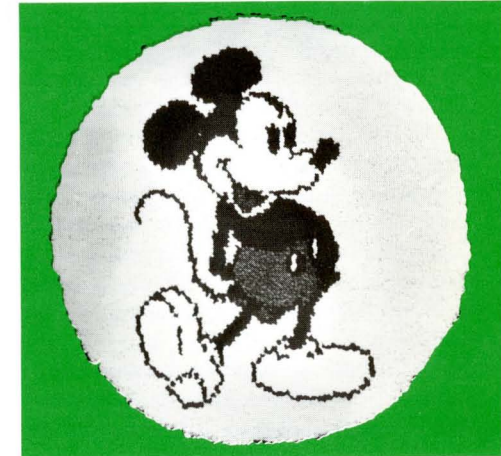


In commemoration of the Lenten season, staff members gathered together to share a symbolic meal of bread, cheese and wine, and to re-dedicate the SCI family to its work of service for others. This year the Bible readings were given in a variety of languages representing the native tongues of many of our employees. One of the participants was Michel Prospero, chief housekeeper, who read his Bible selection in French.

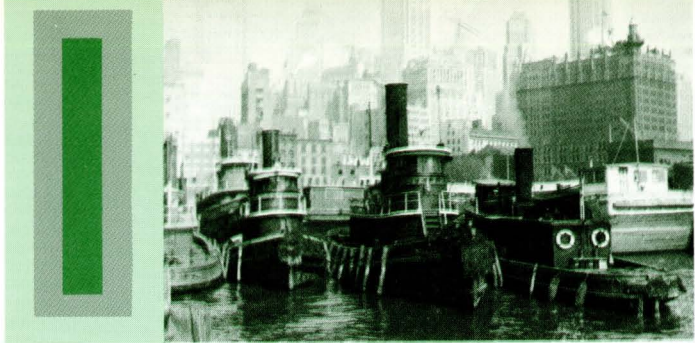
Mrs. Ingrid Sobolewska presented her annual concert to a packed house this year. Her program was entitled "The Grand Tour" and consisted of a variety of classical songs descriptive of the composers' homelands.



The lovely ladies pictured above, are some of the new crew members aboard the Norwegian flagship *Sea Venture* who attended orientation meetings here at SCI before embarking on their first cruise between New York and Bermuda.



Our famous hook-rug lady, Mrs. Ella Jacoby, recently donated this colorful handmade novelty to the Women's Council for sale in its gift shop. Our other volunteers liked the rug so much that they decided to display it in their own quarters for a while before letting some lucky buyer take it home.



A Very Special Friendship

by Sidney Moritz

THE sea and ships have attracted me since my boyhood days in New York City. Later, during the great depression, I explored the waterfront in lower Manhattan with my camera.

Here the New York and Cuba Mail Steamship Line, the United Fruit Line and the Puerto Rico Line docked their vessels. As luck would have it on rare occasions, I was thrilled to see the tall spars of a survivor of windjammer days.

At the Battery, a huge bulletin board listed the vessels which would steam by, inward or outward bound. South Street had its ship' chandler shops, its sail making establishments and its outfitters to seamen. Here could be purchased high boots, heavy parkas and warm clothing for icy days at sea.

In the course of my wanderings I came upon a huge building on South Street. A heroic figurehead of a knight in full armor was mounted above its main entrance. A stately ship's bell above it struck shipboard time. Gathered outside the building were groups of seamen of various nationalities. I entered and found myself in the Seamen's Church Institute, "the home away from home" for seamen. Here I found a large cafeteria, a pleasant dining room and a beautiful chapel.

Years later, my sales activities brought me to lower Manhattan. Of course, 25 South Street became my noon-time headquarters. What a delight that



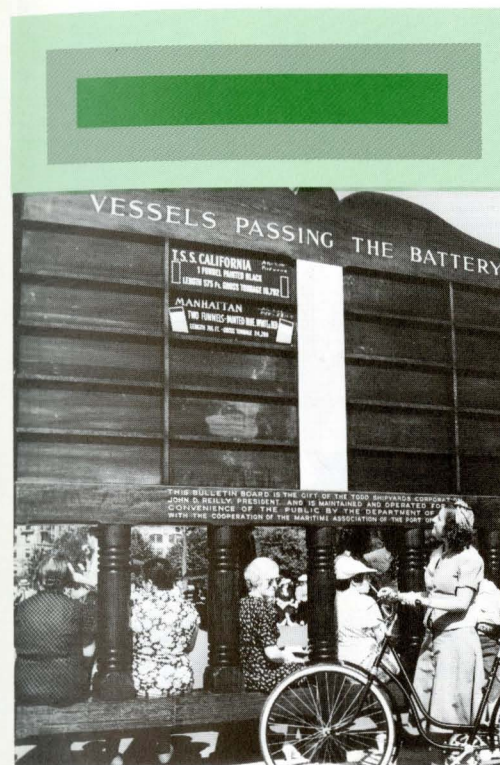
was. Today, the Institute continues to be even more pleasant in its most attractive new quarters at 15 State Street.

Among my earlier memories is a scene I shall never forget. I happened to enter South Street SCI just as a casket was being borne to a waiting hearse by a group of seamen officers in uniform. They were stalwart, strong looking men. Their faces looked grim and sad. As they marched in stately manner, the thought came to me of how meaningfully the Institute serves seamen in life and in death. I also realized how satisfying it must have been to these officers to pay their last respects to a departed comrade in surroundings so beautiful, and so lovingly and spiritually attuned.

Other memories of that era saddened me. There were three or four bars in the immediate neighborhood. Their outcasts created a "skid row". Situations arose which required firm action. The Institute's security forces treated these unfortunate men in a most understanding and kindly manner. Scorn was never heaped upon them.

Editor's Note: Institutions, like people, sometimes find it difficult to "see" themselves. Therefore, it is always interesting to read an account such as the following which tells how one businessman "discovered us" and his impressions of SCI over the years.

The accompanying photographs were all taken during the 1930's by the author.

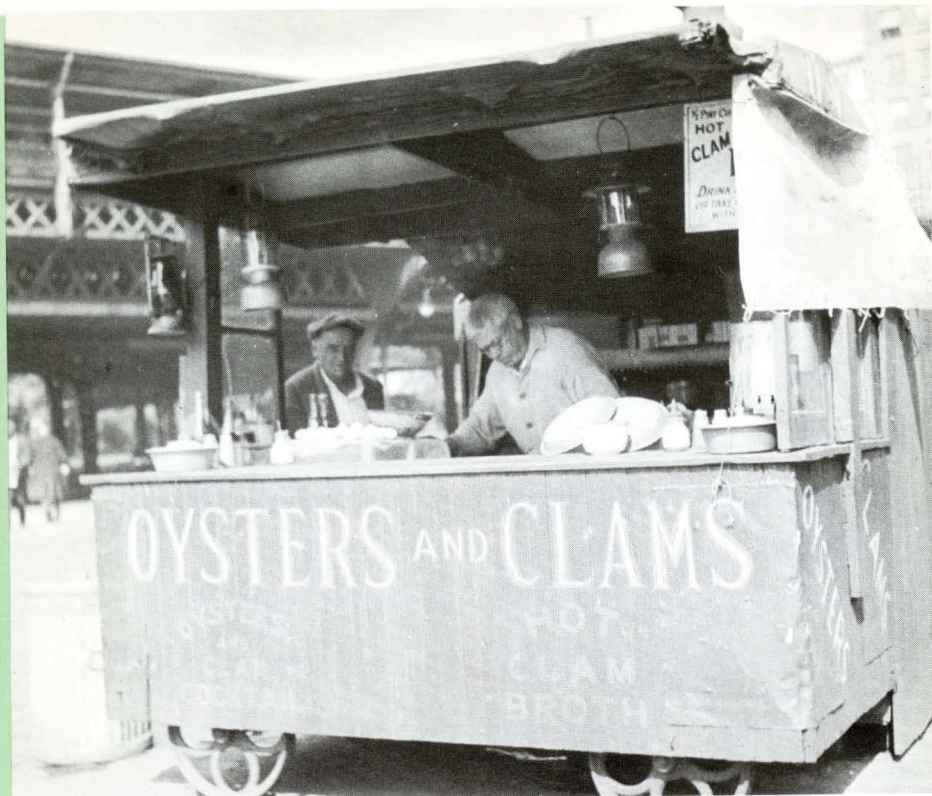


I have been fortunate in enjoying the friendship of SCI chaplains whom it was my pleasure to meet in the dining room at noontime. Happily we had kindred interests and ideas. There has never been a dull conversation. Today I occasionally visit Chaplain Haynsworth in his office at noontime. I am always deeply moved and gratified with the kindly, sympathetic manner in which he extends aid to seamen temporarily short of funds. His interest in them is deep and sincere. He is father to some, and brother to others. Their respect for, and their love of him is most evident. This is but one of the



many ways in which SCI fulfills its mission of service to the merchant sailors.

About twelve years ago, Chaplain Haynsworth, knowing of my interest in non-professional still photography invited me to take photographs for publicity purposes depicting the SCI services available to seamen. This gave me revealing insights into the workings of the Institute. I was deeply moved by the serenity of a terminal cancer patient in the Marine Hospital. An Institute chaplain was visiting him. I photographed them together in conversation. At such a time, one appreciates deeply, how great a comforter a chaplain can be. Another photograph shows the Institute's ship visitors boarding a freighter. Each one carried a large carton. Some weeks later, far out at sea on Christmas Day, each crew member was to receive a Christmas gift of gloves, socks, sweaters and other useful gifts.



The Joseph Conrad Library, a quiet retreat, has an extensive collection of books in many areas of interest. Particularly intriguing to me, are the vivid accounts of the hazards and discomforts of shipboard travel in the age of sail. How great must have been the courage of those who set forth on an ocean voyage in those days.

School children flock to the Institute in goodly numbers. They roam the corridors in great excitement. They love to tap the ship's bells in the dining room lobby. For many of them, this is their introduction to the world of ships. They listen intently as their teachers tell them of the age of sail, and of the great changes that have since taken place in ocean transportation.

It is interesting to observe the groups of crewmen in the lobby awaiting room assignments. They are, for the great part,

well-groomed, well-clothed and well-bagged. The seamen of today, due no doubt to unionization, enjoy a higher standard of living afloat and ashore, than ever before.

To me, most appealing of all, is the ever prevalent friendly spirit throughout the Institute. Easter and Christmas are especially meaningful. Here holidays are devoid of all commercialism. What a delightful contrast that is to what goes on in the world about us.

If you wish to be alone with your thoughts, if you wish to relax and meditate, the doors of the beautiful chapel are open for you to enter.

If the SCI is so meaningful to me, imagine what it must mean to sailors on leave from the sea.



are you too gullible?

by *Walter Duckat*

Have you often been deceived because you were too gullible? Have you been frequently left with shoddy merchandise because you trusted dishonest merchants? Have you often been disappointed in persons who you considered to be friends only to learn that they were unreliable? The gullible person often pays dearly for his trusting nature. He may suffer substantial financial loss, galling inconveniences and severely lacerated emotions. While a trusting temperament may be virtuous, it is prudent to exercise caution. Although not always feasible, it is wisest to depend only on those who have demonstrated their reliability.

The situations cited below are devised to test your gullibility.

Perhaps, it may also make you more sensitive to the dangers that lurk in this trait.

1. When shopping do you habitually purchase items urged by the salesman though often they are either overpriced or unneeded? Yes No
2. When others boast of their achievements or those of their children do you usually believe them? Yes No
3. If you paid a substantial sum for a complete auto check-up and repair job and a day later something suddenly went wrong and you were again charged heavily, would you pay without protesting? Yes No
4. If a street vendor offered to sell you a watch or precious ring at allegedly a tenth its real value would you accept his statement as true? Yes No
5. A prospective employer offers you a job at a salary far below the prevailing rate for your skill but promises you a great future, would you accept his offer if you had other alternatives? Yes No
6. If several close friends informed you that they had seen your mate "boozing" with a stranger of the opposite sex, would you refuse to believe it because you are certain that your spouse would not engage in such activities. Yes No
7. If you innocently overheard someone state that a certain essential but costly product would soon triple in price would you probably rush to purchase it? Yes No
8. If several trusted friends confidentially informed you that they had often seen your adolescent son in the company of known drug users but when confronted, your son denied this, would you be content with his denial? Yes No
9. When asked by a stranger to make a contribution to allegedly worthy causes do you do so without knowing anything about them? Yes No

(Continued on page 14)

10. When given a bill by a waiter or merchant do you usually pay without checking it for accuracy?

Yes No

11. When asked to sign your name to any document or petition do you usually do so without carefully reading its contents or sponsors?

Yes No

12. Would you buy a used car from a stranger without a trial run or careful examination?

Yes No



— SCORING —

The most desirable response earns four points, the least desirable one point. A score ranging from 36-48 is above average to excellent and implies that you are strongly realistic; a score of 15-35 is average, while a score of 14 and below is below average and suggests that you may be very gullible. It may be advisable to think carefully and move cautiously before acting in situations that involve taking risks.

	YES	NO	YOUR SCORE
1.	1	4	
2.	1	4	
3.	1	4	
4.	1	4	
5.	1	4	
6.	1	4	
7.	1	4	
8.	1	4	
9.	1	4	
10.	1	4	
11.	1	4	
12.	1	4	



During the month of March SCI ship visitors called on 217 ships representing nearly 40 countries in the New York and New Jersey Ports.

At the Mariner's International Center in Port Newark, N.J., 1200 seamen used the facilities, and staff members assisted in making over \$500.00 worth of overseas telephone calls.

At 15 State Street, SCI "regulars" as well as visitors brought by bus from Port Newark attended the International Club's weekly dances. Besides its weekly movies, the Club also hosted one-act plays on two Saturday evenings.

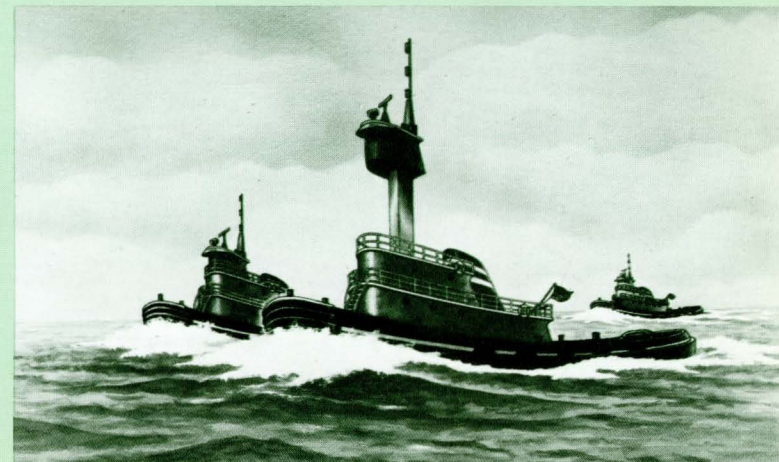
A total of 330 seamen and 83 volunteer hostesses registered at the Club's special events.



Elevating power houses are a unique feature of three new tugboats being built for McAllister Brothers, Inc. of NYC for use in the New York Harbor. At full elevation, the pilot house gives a height-of-eye of 45 feet for greater visibility when handling the new superbarges.

In addition, the 4290 hp engines and a specially designed steering and propulsion system will also make the tugs the most powerful and maneuverable docking tugs ever to operate in the harbor.

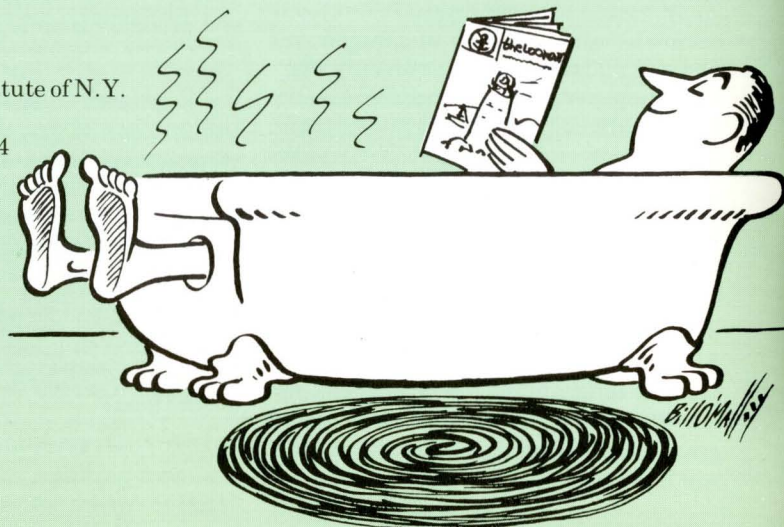
The tugs were built in response to increased power demands for marine transport in East coast ports. The tab for the three tugs will come to approximately \$4 million dollars.



THE LOOKOUT - Always a Welcome Relief, and yours for only five tax-deductible dollars a year (10 issues).

Just send your contribution and name and address to:

The Lookout
Seamen's Church Institute of N. Y.
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New York, N.Y. 10004



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OLD SHIP'S SOLILOQUY

by Agnes Choate Wonson

"I remember. . .wild winds blowing; I remember. . .rolling breakers on sands silvered by moonrise. I love to dream. . .of long hours sailing. . .of long days' work -- yet work well done; and, I hope . . .we are not forgotten as we rest here in the sun. No, I'm sure. . .old schooners' skippers and old sailors, too, often reminisce of old times as all sea-folk love to do!"

Photo By Roger C. Wonson

