



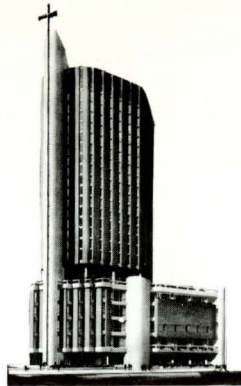
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

JANUARY 1977



The Program of the Institute



Seamen's Church Institute
15 State Street, N.Y.C.

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.

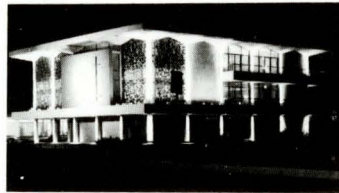
First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range

of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

More than 2,300 ships with over

96,600 men aboard put in at Port Newark annually, 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, designed and operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted by night) for games between ship teams.



Mariners International Center (SCI)
Port Newark/Elizabeth, N.J.

Although 62% of the overall Institute budget is met by income from seamen and the public, the cost of special services comes from endowments and contributions. Contributions are tax-deductible.

the LOOKOUT

Vol. 68 No. 1

January 1977

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

15 State Street, New York, N.Y. 10004
Telephone: (212) 269-2710

The Right Reverend
Paul Moore, Jr., S.T.D., D.D.
Honorary President
John G. Winslow
President

The Rev. James R. Whittemore
Director

Carlyle Windley
Editor

Published monthly with exception of July-August and February-March when bi-monthly. Contributions to the Seamen's Church Institute of New York of \$5.00 or more include a year's subscription to The Lookout. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00. Second class postage paid at New York, N.Y.

Friends of SCI hold Major Seminar



During the morning Mr. Howard F. Casey re-affirmed the Maritime Administration's interest in a strong U.S. Merchant Marine.

"Third Flag Lines ... Their Place In U.S. Foreign Commerce" was the topic of a highly successful all-day seminar held at the Institute this past November 23.

Sponsored by the Friends of the Seamen's Church Institute, the day's meeting was attended by more than 100 officials of government maritime agencies, steamship executives, freight forwarders, corporate distribution managers, and other industry executives.

Three groups of panelists plus a luncheon speaker discussed a broad range of often controversial questions concerning the role of third flag lines in U.S. foreign commerce.

(Third flag lines are steamship lines flying the flag of a nation other than those of the two principal nations involved in a trade of goods.)

Although none of the issues was resolved, it was the first time that representatives of so many interested parties had gathered at one time to express their current positions regarding the topic. In addition, those attending had the opportunity to place questions before the panelists.

Mr. Herbert Lord, past Chairman of the Maritime Law Association and Senior Partner of Burlingham, Underwood and Lord moderated the panel discussions and Mr. John McCullough, Editor-In-Chief of *Distribution Worldwide* summarized the day's proceedings.

Panelists included Messrs. Donald G. Aldridge, Executive Vice President — United States Lines, Inc; George F. Avery, Director of International Central Services — Stauffer Chemical Company; Albert E. Bowen, Jr., President — Albert E. Bowen, Inc; Howard F. Casey, Deputy Assistant Secretary for Maritime Affairs — U.S. Maritime Administration; Jesse C. Jessen, Import-Export Manager — E.I. Dupont de Nemours & Company; George McCartney, New York Headquarters Representative — Seafarer's International Union of North America; Arthur Novacek, President — MORAM (Morflot America Shipping, Inc.); and Poul Ras-



Mr. Arthur Novacek maintained that Soviet third line presence is still too small to merit the resentment it has felt to date.



Mr. Poul Rasmussen (left) made a strong case on behalf of traditional third flag carriers' benefiting the small exporter or importer; and Mr. Donald G. Aldridge (at podium) called for all lines to be policed in an effort to eliminate malpractice from the U.S. ocean trades.

mussen; President — Moller Steamship Company.

Mr. Thomas Cowhey chaired the luncheon program at which Mr. Hans Wabeck, Senior Technical Advisor — Center for Natural Resources, Energy and Transport at the United Nations, was the featured speaker.

This was the second "major issue" seminar sponsored by the Friends of SCI, an invitational organization of business executives in the maritime industry and related fields. The group annually holds meetings, seminars and other events of particular interest to those engaged in international trade and transportation and helps to support the work of the Institute.



Mr. George McCartney (shown here left) with Mr. Herbert Lord during a break between sessions) clearly positioned the SIU's concern for the development of a national cargo policy to establish guidelines for greater participation of U.S. flag lines in their own foreign commerce.

At lunch, Mr. Hans Wabeck briefed those present on UNCTAD's (United Nations Conference on Trade and Development) Code of Conduct for Liner Conferences aimed at "facilitating the orderly expansion of world sea-borne trade and ensuring a balance of interests between suppliers and users of liner shipping services."





Mr. John McCullough, (at podium above) summarizes the day's events for panelists and participants.

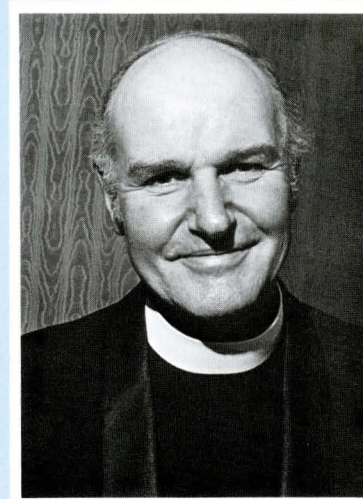
Mr. Albert E. Bowen, Jr. (at podium) called third flag carriers an "essential ingredient" in foreign trade and urged that American shipping executives — both of government and private industry — "take a strong hand in influencing U.S. Government policies toward maintaining maximum freedom of action and minimum regulation of U.S. ocean borne commerce" particularly with traditional third flag carriers.

And Mr. George Avery (center) stressed his support of the continuation of free access in American trades as the singular method of ensuring third flag trades carrier participation which must be in a free market structure which is the basis of the American economic system.

Mr. Jesse C. Jessen (right) noted that American businesses, while supporting the U.S. merchant shipping and transporting a good percentage of goods via U.S. flag vessels, still felt economic (and other) pressure to ship the least expensive way, i.e. third flag lines.



Welcome Aboard



The Board of Managers of the Seamen's Church Institute of New York takes great pleasure in officially introducing you to the Institute's new director, the Reverend James Robinson Whittemore.

Prior to coming to the Institute, Reverend Whittemore was for the past ten years, the Rector of Trinity Church, Princeton, New Jersey.

A native of Detroit, Michigan, he is fifty-one years of age, the son of the late Right Reverend Lewis Bliss Whittemore and Helen Marie (Crawford) Whittemore; and is the father of two children.

Ordained in 1951, Reverend Whittemore is a graduate of Yale University; the Episcopal Theological School, Cambridge, Massachusetts; and was a Harvard University Merrill Fellow in 1965.

Prior to accepting the call as Rector of Trinity Church in Princeton, he was the Rector of Christ Church, Hamilton-Wenham, Massachusetts. His earlier ministries include churches in Grosse Pointe, Sault Ste. Marie, and the Rural Deanship of Mackanac Deanery.

A canon of Trinity Cathedral, Trinity Cathedral Trenton, N.J., Reverend Whittemore has been a clerical vice-president of the Seamen's Church Institute of N.Y. Board of Managers since 1970.

As a naval officer in World War II and shortly thereafter, he served aboard LST's with assignments ranging from deck officer to executive and commanding officer.

An avid blue-water sailor, he competed in this past year's Bermuda Cup Race, sailing his 34-foot Norlin, the *Goodly Fere*.

Editor's Note:

This is the third of 16 articles in the series "Oceans: Our Continuing Frontier." Here Eugenie Clark, Professor of Zoology at the University of Maryland and a noted expert on sharks, discusses monsters of the sea in fact and fiction and considers whether men or the creatures of the deep are the real predators. These articles, which explore the whole range of human involvement with the sea, were written for COURSES BY NEWSPAPER, a program developed by University Extension, University of California, San Diego, and funded by a grant from the National Endowment for the Humanities.

Through special permission we are offering this course to our readers in monthly installments.

The views expressed in this series are those of the authors only and do not necessarily reflect those of the University of California, the National Endowment for the Humanities, or of this publication.

About the author

EUGENIE CLARK, an ichthyologist with a special interest in sharks, is Professor of Zoology at the University of Maryland, where she joined the faculty in 1968. She was a research assistant at Scripps Institution of Oceanography, at the New York Zoological Society, and at the American Museum of Natural History in New York before serving as executive director of the Cape Haze Marine Laboratory in Sarasota, Florida from 1955 to 1967. The recipient of awards from the Underwater Society of America, the American Littoral Society, and the Gold Medal Award of the Society of Women Geographers, she is author of "Lady with a Spear," "The Lady and the Sharks," and numerous articles, including two cover stories for National Geographic in 1975.

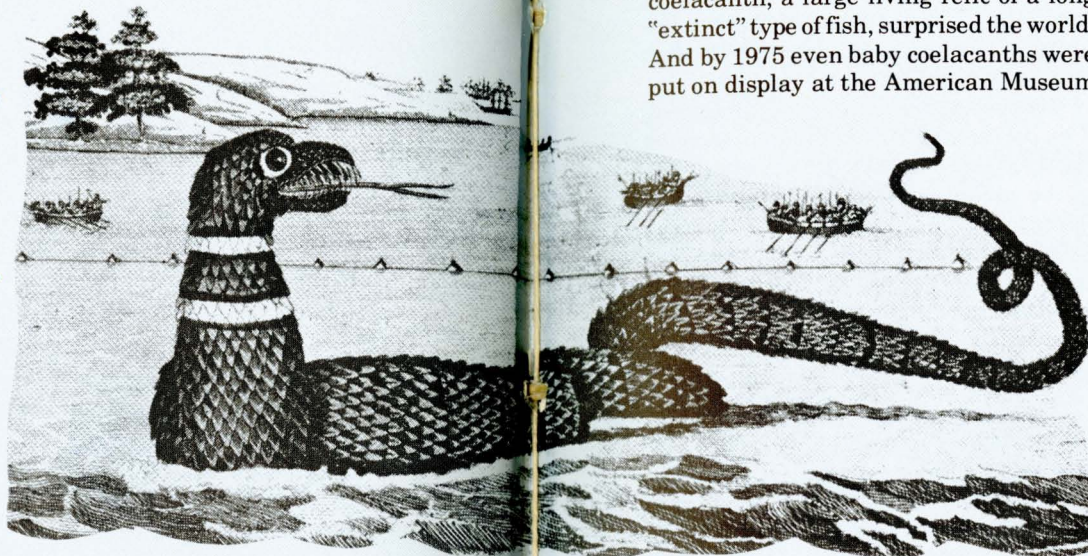


OCEANS: OUR CONTINUING FRONTIER

Lecture 3.

Horrors OF THE Deep

by Eugenie Clark



IT is a year since Jawsmania hit the world and the first underwater photographs of "Nessie," the Loch Ness Monster, were allegedly made. It might well be time to put some of the monsters of the deep in their places.

When we teach about the great sea reptiles of the past, will we now include Nessie among the plesiosaurs? We had to revise the textbooks in the 1930's when a coelacanth, a large living relic of a long "extinct" type of fish, surprised the world. And by 1975 even baby coelacanths were put on display at the American Museum

your dangerous local forms of sea life, you can avoid blundering into them and frightening or irritating them to use their defensive weapons.

SHRINKING MONSTERS

A few decades ago some thought we had the baby of an unknown undulating sea monster when an exciting six-foot leptocephalus, a larval fish, was found off the east coast of Africa.

The common eel grows from a two-inch-long leptocephalus to an adult of two feet. By that ratio, the adult of the monster leptocephalus might be over 70 feet long! But then we learned that a few eels shrink during their metamorphosis, and adults may be even slightly smaller than their larval stage. Our monster leptocephalus is now thought to be in that category.

We now know you have to be a sloth to be caught in a giant clam. Even then you can pull out, for it doesn't clamp shut tightly. This filter feeder, which closes to protect itself, can't use you as food.

The largest whales, sharks, and manta, the stingless giant of the rays, are also plankton feeders. Divers vie for close encounters with these magnificent, harmless sea mammoths.

Performing killer whales and their cetacean relatives are now regarded with affection by millions of TV viewers. Melville would have trouble writing "Moby Dick" today.

What's left?

It took Peter Benchley to glamorize and capitalize on the last of the sea monsters. "Jaws" is fascinating fiction, close enough to fact to make a credible story for an audience of three generations turned on by William Beebe, Rachel Carson, and Jacques Cousteau. A perfect time to put a good Frankenstein monster or Dracula under water where so many of us now can identify with the situation.

THE GREAT WHITE TERROR

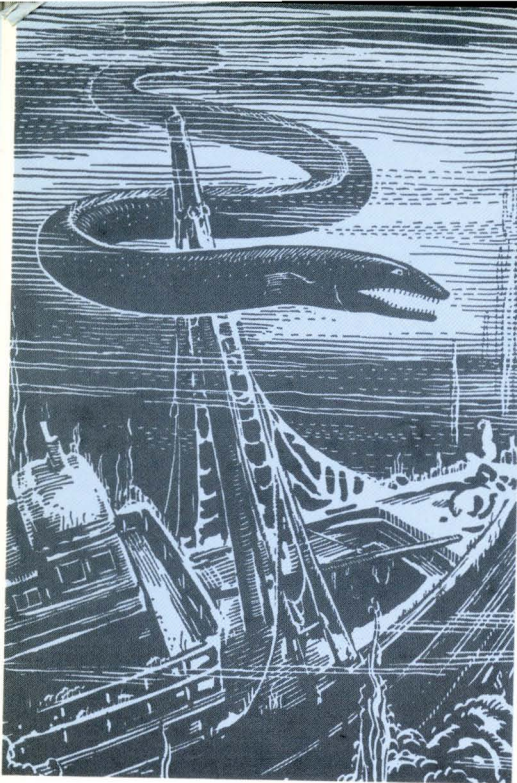
Why among the 250 species of sharks did *Carcharodon carcharius*, the great white shark, become the horror star of

of Natural History in New York.

Alas, Nessie is still only as tangible as UFOs. And the few good old sea monsters we thought we had are dwindling in reputation and numbers as divers add a new dimension to modern marine biology.

True, the giant squid exists and enough pieces have been found to suggest it may well grow longer than 70 feet — our most massive invertebrate. But even with all the sea traffic now, we can't substantiate the awesome old prints showing giant squid attacking ships. No one seems to care about these particular monsters anymore.

We do encounter the terrible octopus, but it turns out to be shy and gentle and, like other venomous creatures, prefers to leave you alone if it can. Informed about



di, an orange fish that lives only in California waters, swam by Sophia Loren, supposedly underwater in the Grecian Isles.

"Jaws" didn't break the spell of realism for me until a scuba tank blew up from a bullet at the end.

Sharks can be trained to feed on cue and can be conditioned to press a target to obtain their food. They can detect a fraction of a microvolt change in a nearby electrical field and pick up the low frequency vibrations of a struggling fish from a hundred yards away.

When annoyed or stirred into a feeding "frenzy," some sharks will come out of the water in pursuit or hang on tenaciously to an object, even when dragged completely out of the water.

Yes, some large sharks are marvelous monsters we can still fear — and perhaps hope to have the thrill of meeting. But be careful if you meet one. Don't make any

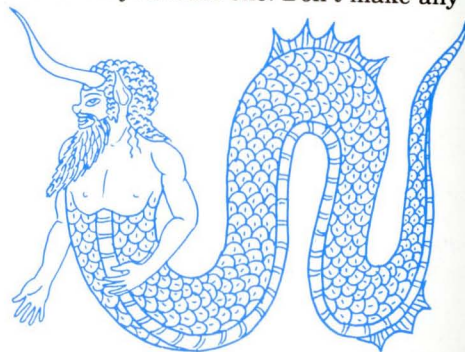
the cinema? It is not the largest fish that ever lived, although its closest relative, *Carcharodon megalodon*, the extinct (we hope) "Big Tooth," probably was. The basking and whale sharks grow to over 30 feet, exceeding the exaggerated size of the mechanical monster white shark of the movie "Jaws."

Recently Dr. John Randall re-examined the largest known jaws of the great white shark at the British Museum of Natural History.

The previously estimated 30-foot size of this shark seems inflated, but the now conservative estimate of 21 feet is still formidable!

This shark is not afraid of man, as most "man-eating" sharks really are. It normally feeds on active marine mammals as large as man and is so fast in the water that a tiger shark is sluggish by comparison. It deserves the reputation of being the most dangerous beast man can meet in the sea. No fancy of fiction can exaggerate the horror of its attack.

"Jaws," a good ichthyological science fiction, presents little you can label as utterly impossible. I was jarred from the grip of a different movie when a garibal-



sudden movements or you will probably scare him off before you can get a good look or take his picture.

HUNTER AND HUNTED

Man is more the predator of sharks than vice versa. One has only to see the tons of sharks sold each day at the Tokyo fish market to be convinced of this.

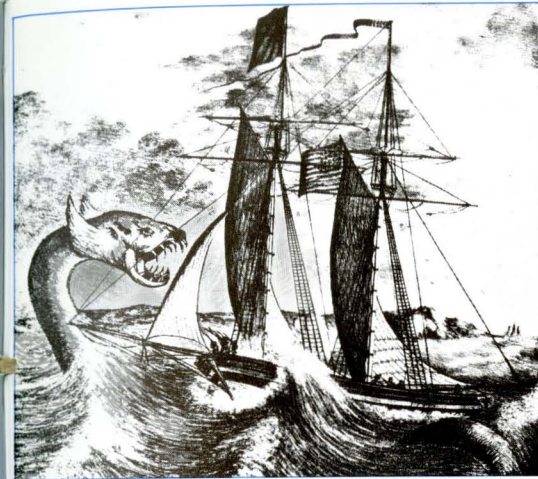
Even with the synthesis of vitamins that dropped the once high market value of shark's liver, sharks are still hunted and killed by man for food (guess what's in fish and chips?), oils, chemicals, leather, and study by all college students taking a course in comparative anatomy.

Last year I read a report about an underwater cave in Takarajima, a remote

island in Japan, where fishermen discovered 40 sharks "sleeping." Divers swarmed into the area and caught sharks by the hundreds, for food, by tying lassos around their tails.

When I got to Takarajima this year to observe the strange phenomenon, only two sharks were risking a nap.

In a recent dive off the Izu Peninsula, not far from Tokyo, a great Japanese diver Hajime Masuda showed me a secret



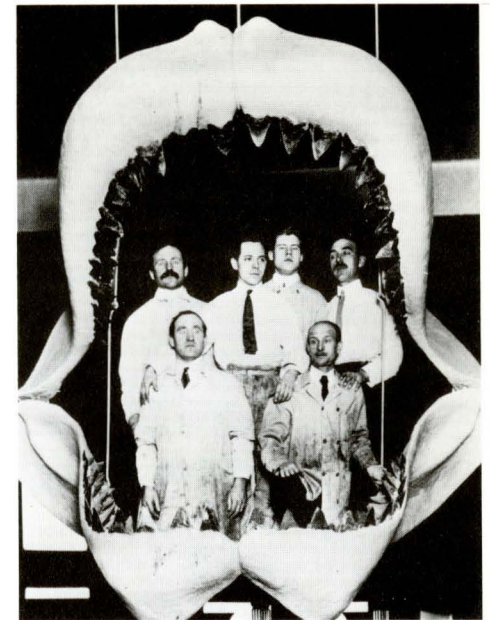
place where we saw over 30 "dochizame" sharks in one spot. They were "sleeping," some piled on top of each other. We could pet them and Professor Masuda grabbed one in his arms and swam with it up to the boat.

After studying and dissecting this specimen, we cooked it, tempura-style. It was delicious. The place is kept secret, I learned, to protect the dochizame. Otherwise, scuba-diving weekend tourists from Tokyo would devour all these sharks.

Save the sea monsters!

Many of the whales are now endangered species when we are just getting to know what thoughtful and communicative creatures they are. And Nessie is endangered before we even know if she exists.

NEXT MONTH: John Wilmerding, Professor of Art at Dartmouth College, examines "American Imagery and Visions of the Sea."



OCEANS
COURSES BY NEWSPAPER

University of California credit is available for readers following the Courses by Newspaper series who cannot enroll at a local college or university. For further information, please complete and return the coupon below.

Please send me information on how I might earn university credit for Courses by Newspaper

Name _____
Address _____
City _____
State _____ Zip _____

Mail to:
Independent Study
University of California Extension
(Dept. OCEANS)
2223 Fulton Street
Berkeley, California 94720



*National Trust Names
Harry Allendorfer
Director of Maritime Preservation*

Captain Harry Allendorfer, former American Revolution Bicentennial Administration executive and key coordinator for Operation Sail, 1976, has been named Director of Maritime Preservation for the National Trust for Historic Preservation. A retired U.S. Navy Captain, Allendorfer has served the American Revolution Bicentennial Commission and ARBA since 1971.

His appointment signals the beginning of a new maritime program at the National Trust, which will be committed to the preservation of boats, ships, vessels, marine artifacts and collections; and waterfront sites (among other items) significant in American maritime history.

The new program includes the development of a nationwide inventory of historic ships, an assistance program for maritime preservation projects, and a projected national conference on the subject of maritime preservation.

The Trust has recently released its first publication on maritime preservation,

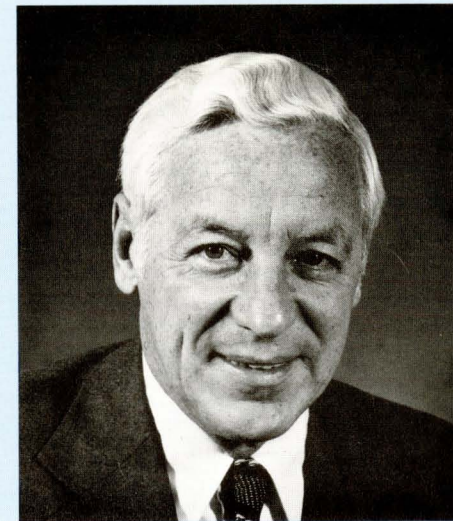
Wooden Shipbuilding and Small Craft Preservation presenting papers from two maritime conferences held in the spring of 1976.

**HISTORIC SHIP INVENTORY,
MARITIME GRANT PROGRAMS
INITIATED**

The National Trust's new maritime program includes a recently initiated inventory of historic ships, expected eventually to include some 2,000 vessels. Naval architect William Avery Baker, maritime consultant to the National Trust, is compiling the inventory, which already includes vessels from 23 states.

The first National Trust maritime assistance grant has been awarded to the Gloucester, Mass. Historical Commission, to aid in the restoration of the wooden fishing sloop, "Great Republic." The ship will be on public display in Gloucester when its restoration has been completed.

National Trust interest in maritime preservation has intensified in recent



Captain Harry Allendorfer

years, and in 1975 the organization established a Committee on Maritime Preservation to explore future Trust involvement in the field. Subsequently, the Trust has adopted a policy on maritime preservation and has plans for additional full-time staff to coordinate its maritime preservation programs.

Initially, the Trust will offer programs designed to assure a centralized approach to the currently proliferated marine efforts in the U.S.

DISTINGUISHED NAVAL SERVICE

Captain Allendorfer comes to the National Trust with an extensive background in naval operation, maritime history and program development. As director of special events for ARBA, he was in large part responsible for the Hudson River parade of tall ships, OpSail '76, and had primary staff responsibility at ARBA for all maritime Bicentennial projects.

Prior to his executive affiliation with the ARBC and ARBA, he served for more

than 30 years as a commissioned officer in the U.S. Navy, including extensive sea duty on cruisers, destroyers, and carriers. He served as executive assistant to the U.S. Commander in Chief of the Atlantic Area and NATO Supreme Allied Commander of the Atlantic; supervised the Chief of Naval Operation Command Center in the Pentagon, and designed and supervised construction of the initial White House Situation Room, among other distinguished duties.

He and his wife, the former Nancy Carroll of Wheeling, West Virginia, live in Potomac, Maryland.

The National Trust for Historic Preservation, headquartered in Washington, D.C., has five regional offices across the U.S., and a membership which exceeds 100,000. It is a private, nonprofit organization chartered by the U.S. Congress to facilitate public participation in the preservation of buildings, districts, sites and objects significant in American history and culture.



What's This Man Doing At SCI?

In case you haven't guessed, the Institute's Merchant Marine School, in addition to its original and upgrading licensing programs, also teaches a course in **FIREFIGHTING**.

The course runs for three full days each month with the first two days being spent at the Institute in intensive classroom study. The third day the Maritime Administration schedules the class for instruction at the Military Sealift Command Firefighting School at Earle, N.J. There, a variety of shipboard fires are simulated (and extinguished) by students in an all-day practical.

The course is open to all U.S. licensed and unlicensed marine personnel as a means of training or updating seamen in the most effective current shipboard firefighting techniques.

For additional information, class schedule or registration, call the MMS Registrar's Office at (212) 269-2710 or write the Merchant Marine School, SCI, 15 State Street, New York, N.Y. 10004.



PHOTO BY PAUL FRANK MMS STUDENT

a final word ...



On Watching The Tall Ships

*Flashed on the television screen
I watched the tall ships
loom against the skies.*

*Turning, I saw beyond my window pane
a garden,
trees, bushes, rainbow flowers:
So far removed am I from tide-washed sand.*

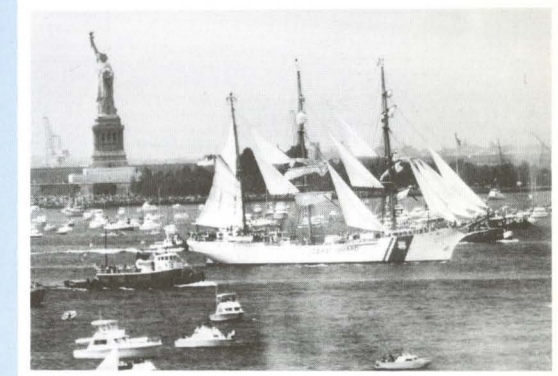
*Again, I faced the television set,
and suddenly
the tall ships gliding in
brought me a vision of the distant past
when sailing vessels crossed,
what sometimes was a smiling sun-splashed sea,
and then again a surge of savage waves.*

*Now speed has narrowed ocean boundaries;
almost, it seems, the wonder of the deep
is lost by easy crossing in a jet.*

*But when the tall ships came,
I, watching, thought
how others long ago
were lured by dreams
of far exotic isles
palm-lined beneath a blazing tropic sun
long voyages away,
reached only by the sailing ships that came
dependent on the ever-changing winds.*

*The garden vanished
into a world, adventurous and big;
rose scent was swept away
as sea winds blew
against the billowing sails.*

Kay Wissinger



Seamen's Church Institute of N.Y.
15 State Street
New York N.Y. 10004

Address Correction Requested

SECOND CLASS POSTAGE PAID
AT NEW YORK, N. Y.

