



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



JANUARY 1976

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.

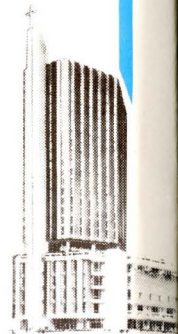
More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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.

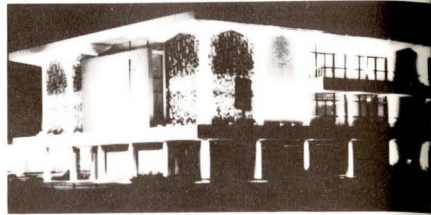
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shiping, 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 61% of the overall Institute budget is met by income from seamen and the public, the cost of 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.

the LOOKOUT

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COVER: The Bennington Flag as flown by the HEIDE MORAN (for story see page 11)

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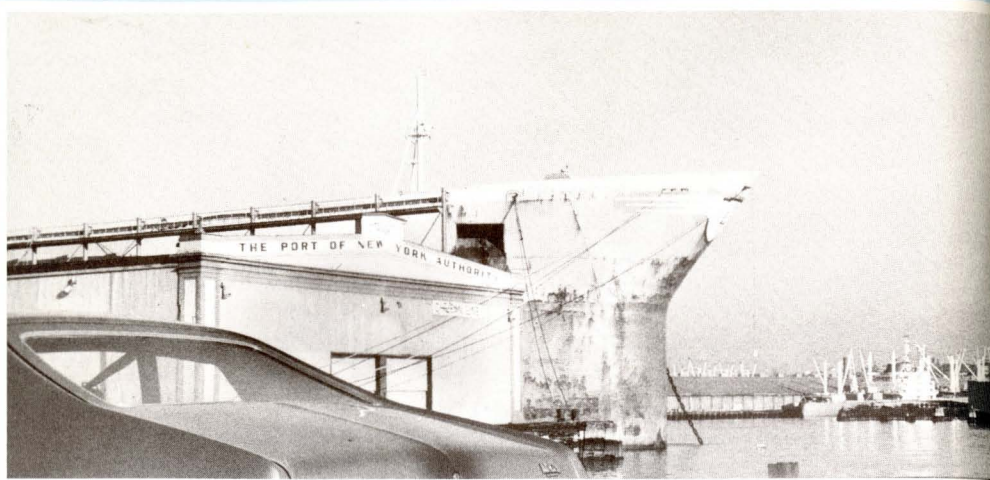
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From the gangway looking aft towards the castle.



Laid-up in Red Hook

The bow of the *ARIETTA LIVANOS* looming high above the shed of the Columbia Street, Brooklyn pier.



by Ken Branson

People — even ship visitors like me, who should know better — often think of ships as great beasts of burden instead of machines. After all, we give a ship a name and call it “she” and “her.” Ships are so big in comparison with the people who live and work on them that, when a ship steams past us in the harbor, she does indeed seem to be alive. And, if a ship in motion seems to be alive, a laid-up ship seems to be dead — or, at best, in a state of suspended animation.

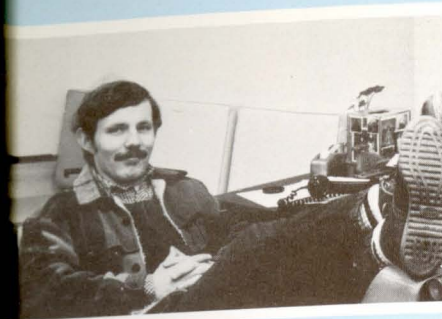
However, a ship is only given life by her crew, and on the laid-up super-tanker *S/T Arietta Livanos*, the vital signs are kept intact by thirteen Greek seamen. Some of the men have joined her in New York, but most have been aboard since long before her arrival at Brooklyn’s Columbia Street Pier on April 1. The high, white castle in which these men live appears, from the deck of the Staten Island Ferry, to be a maritime version of an urban renewal project set down among the red-brick housing projects along the waterfront community of Red Hook. It is not until the ferry draws even with Red Hook that one can tell that “the castle” is attached to 1140 feet 8 inches of gray hull, the weather deck of which is a good fif-

teen feet higher than the shed of the Columbia Street pier. Up close to the ship, it is easy to imagine that the men aboard are totally isolated from their surroundings, and to wonder if, after six months of lay-up with no end in sight, they aren’t near death from boredom.

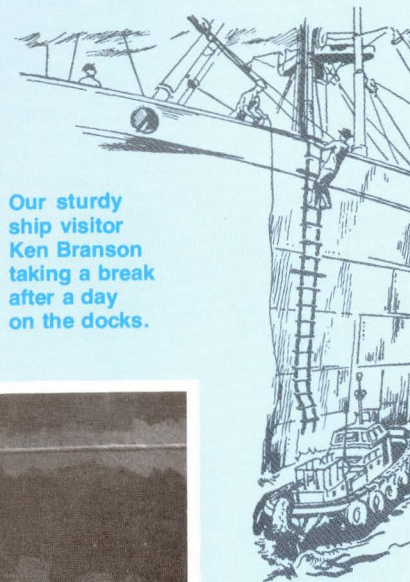
Well, as it turns out, not quite. “There is still plenty of work for everyone,” says Chief Officer Kostas Dessakias. “We have to maintain all the machinery on deck and below, of course, and we do a lot of painting.”

Mr. Dessakias, with fifteen years in tankers — including four in supertankers — takes this enforced leisure pretty much in stride, and most of his shipmates seem to feel the same way. There is much riding of bicycles up and down the deck, and occasional football games on the local field. “On Tuesdays,” says Mr. Dessakias, “we go to the Seamen’s Church Institute for dancing, and every few days, friends drive down from Astoria and take us out, or take us to the Greek church in Astoria.”

As Institute ship visitors can verify, the waterfront section of Red Hook is not the safest of neighborhoods — particularly if you are a foreigner, unfamiliar



Our sturdy ship visitor Ken Branson taking a break after a day on the docks.



One of the crewmen taking a break from morning duty of chipping and painting.



with the area.

Assault and mugging of seamen is not uncommon, so naturally the crew of the *Arietta Livanos* feels reluctant to walk freely about the area during the evening hours. In fact, they usually leave the ship only when transportation is immediately available.

When the *Arietta Livanos* is at sea, she normally trades between Europe and the Persian Gulf. Boredom may be a problem for some people even when the ship is at sea, but not for Mr. Dessakias. “For a chief officer, this is a really good job. When we are sailing from Europe to the Gulf, we load once and discharge once. A round trip may take us a couple of months. When I was in small tankers going between the Caribbean and the eastern United States, we would load and discharge maybe four, five times in a few months.”

It may be a while, though, before the next loading and discharging of crude from the *Arietta Livanos*. She is laid-up in Red Hook because there is presently no market for her 285,000 ton dead weight capacity, and there is no way to predict exactly when one will exist. Much depends on what kind of a winter visits North America and Europe, what kind of price the oil brings, and other imponderables which the men of the *Arietta Livanos* can do nothing to effect. “If we are not out of here by the end of October,” says Mr. Dessakias, “we will be here for a long time yet.”

In the meantime, thirteen men pass the time as best they can in Red Hook, waiting for the rest of the crew to rejoin them and awaken the *Arietta Livanos*, slowly nudging her back into the life for which she was built.

Port Newark

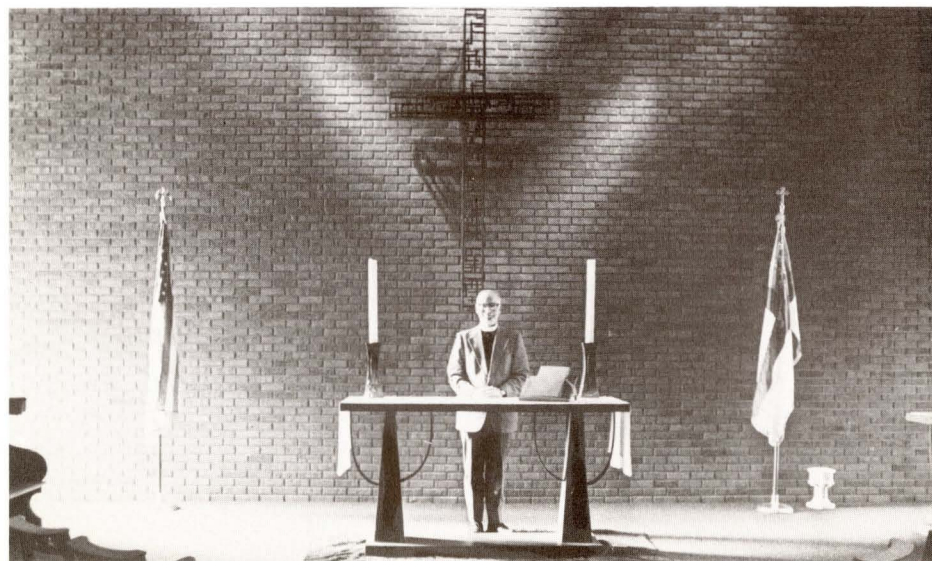


At Port Newark/Elizabeth, our Mariners International Center was recently given a flag of the Episcopal Church by the Fidelity Union Trust Company of Newark, New Jersey.

The flag will be used in the chapel and was presented to the center by Mr. William Hyndman, (above right) manager of Fidelity's Port Newark office. Accepting the flag was the Reverend George Dawson (above left), Chaplain/Manager of the Center and Basile Tzanakis, a member of the staff.

In presenting the flag, Mr. Hyndman noted, "We are pleased to be a part of this unique area, and to make this contribution to the Seamen's Institute, which does so much for the men whose homeports may be on the other side of the world."

The Institute in turn is most appreciative of Fidelity Union Trust's interest in our work here at this busy New Jersey containerport. The picture below shows the chapel altar area with the flag in place.



Consider the Ocean by Carsten Ahrens

Remember your literature, especially the English poets of the 18th and 19th century? Then sit back and match the quotations with the author. It's not always easy, but it's a lot of fun.

1. Anonymous (? - ? B.C.)
2. Homer (c. 700 B.C.)
3. Queen Elizabeth (1533-1663)
4. Shakespeare (1564-1616)
5. Richard Barnfield (1574-1627)
6. Thomas Gray (1716-1771)
7. Samuel Coleridge (1772-1834)
8. Henry Clay (1777-1852)
9. Lord Byron (1788-1824)
10. Wm. C. Bryant (1794-1878)
11. Epes Sargent (1813-1880)
12. Herman Melville (1819-1891)
13. Julia A. Carney (1823-1908)
14. William Whitting (1825-1878)
15. John Masefield (1887-1967)
16. William R. Benet (1886-1950)

- A. "Roll on, thou great and dark blue ocean — roll! Ten thousand fleets sweep over thee in vain"
- B. "Old ocean's gray and melancholy waste"
- C. "Rain, with a silver flail; Sun, with a golden ball; Ocean, wherein the whale Swims minnow-small"
- D. "I must go down to the sea again, to the lonely sea and the sky"
- E. "Now small fowls flew screaming over the yet yawning gulf; a sullen white surf beat against its steep sides; then all collapsed, and the great shroud of the sea rolled on as it rolled five thousand years ago"
- F. "A life on the ocean wave, A home on the rolling deep; Where the scattered waters rave, And the winds their revels keep"
- G. "Little drops of water, Little grains of sand, Make the mighty ocean And the pleasant land"
- H. "Ocean, who is the source of all"
- I. "Full many a gem of purest ray serene. The dark unfathom'd caves of ocean bear. Full many a flower is born to blush unseen, and waste its sweetness on the desert air"
- J. "Eternal Father, strong to save, Whose arm doth bind the restless wave, Who bidd'st the mighty ocean deep Its own appointed limits keep"
- K. "If you wish to avoid foreign collision, you had better abandon the ocean"
- L. "The use of the sea and air is common to all; neither can a title to the ocean belong to any people or private persons ..."
- M. "Will all great Neptune's ocean wash this blood Clean from my hand?"
- N. "The waters were his winding sheet, the sea was made for his tomb; Yet for his fame the ocean sea was not sufficient room"
- O. "As idle as a painted ship upon a painted ocean"
- P. "They that do down to the sea in ships, that do business in great waters"

5. N "Epitaph to Hawkins"
6. I "Elegy Written in a Country Churchyard"
7. O "The Ancient Mariner"
8. K "Speech, U.S. House of Representatives"
9. A "Child Harold's Pilgrimage"
10. B "Thanatopsis"
11. F "Life on the Ocean Wave"
12. E "Moby Dick"
13. G "Little Things"
14. J "Hymn of the U.S. Navy"
15. D "Sea Fever"
16. C "Whale"

1. P Psalm 107:23
2. H "The Illiad"
3. L "To the Spanish Ambassador"
4. M "Macbeth"



Tugboat Heide Moran heads for the high seas. Destination...Piraeus

We don't know about you, but from our experience we've never met a person who doesn't like tugboats.

We suspect its the tug's unassuming but friendly appearance, the sound of its horn and earnest no-nonsense way it goes about its work pushing barges and helping sleek liners in and out of port which captures the heart. With such a winning personality, it is no wonder that most people talk about a tugboat as though it were their favorite bathtub toy.

However, if you are in the maritime industry, and the towing industry, in particular, you would be quite aware that not all tugboats putt around the harbors and along the inland waterways. In fact, some put to sea; often circling the globe before returning to homeport.

Such is the case of the *Heide Moran*, a new tug in the fleet of Moran Towing and Transportation Company, Inc.

She recently left New York bound for Piraeus, Greece with a passenger liner in tow. Although this may be a routine job to someone in the towing business, to the less knowledgeable it seems like no mean feat and of considerable interest.

We contacted the folks over at Moran and they were kind enough to arrange for us to talk with Captain Leonard Goodwin, their vice-president of off-shore operations.

Captain Goodwin is a rather stern-looking but surprisingly forth-coming gentleman whose bearing and demeanor clearly bear witness to his rank. You know that he is an experienced officer when, from the very outset, he speaks with both professional pride in and concern for the men and tugs in Moran's fleet. He proudly recounts the names and assignments of Moran's numerous sea-going tugs while at the same time answering by telephone an endless variety of questions which seem to be coming from tugs all over the "face of the oceans." Considering



Captain Leonard Goodwin

that his office is in the Moran headquarters on the 53rd floor of New York's World Trade Center, this seemed a little incredulous until we later learned that his office utilizes radio contact with tugs at sea as standard procedure.

As described by Captain Goodwin, the *Heide Moran* is a 4,700 horsepower, twin screw, ocean-going tug with a 126 foot length, 34 foot beam and a 15 foot draft. (When we suddenly realized that this was about twenty-six times longer and seventeen times wider than our bathtub, we asked if Jeff Blenn; head of Moran's P.R. Department, could supply us with photographs.)

Realizing our astonishment, the Captain laughingly noted that the *Heide Moran* was not their biggest tug and that in fact, they had built an earlier tug 220 feet in length.

As for the *Heide Moran*, she was built by the McDermitt Shipyard in Morgan City, Louisiana and after trials and final fittings was brought to New York for her maiden voyage.

Once here, a crew of ten was signed on-board consisting of Richard Scarborough, Master; Howard Sanderfer, 1st Mate; Samuel Apostolou, 2nd Mate; Stanley Mikalsen, Chief; Felix Haver, 1st Assistant; Stanley Mikalsen, Jr., 2nd Assistant; Arnold Schenck, William Robbins and Wilson Cook, AB's; and John Knuss, Steward. (Among the crew we

were particularly pleased to see that two men, 2nd Mate Apostolou and Chief Mikalsen, had recently attended our Merchant Marine School here at the Institute.)

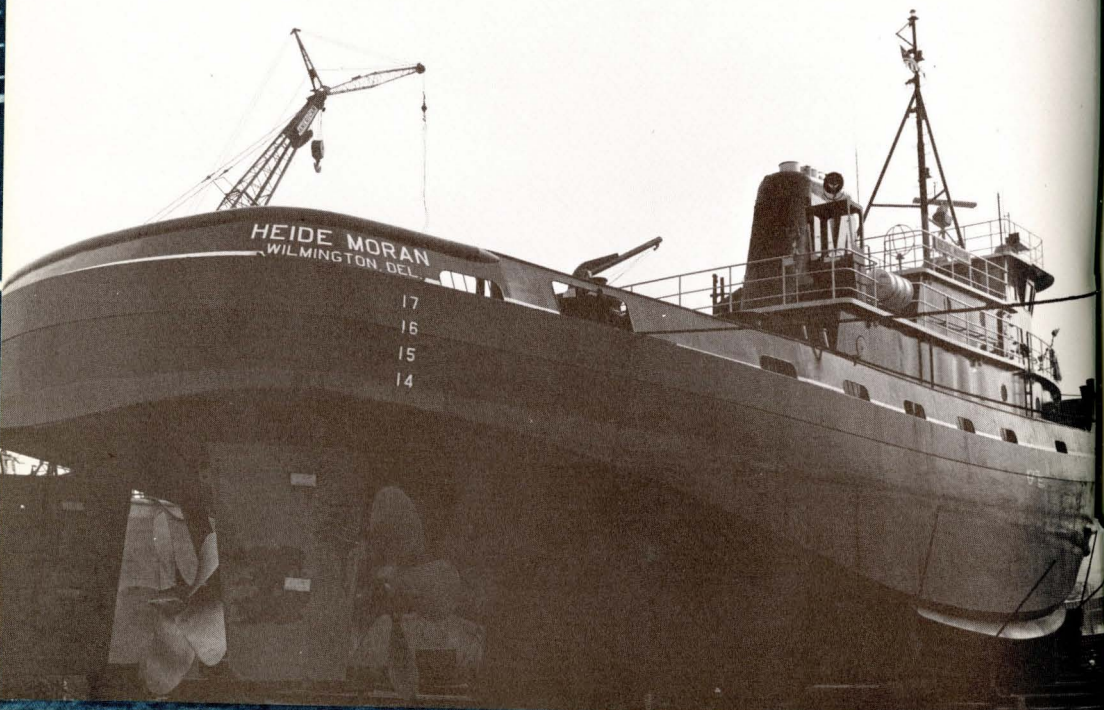
A contract had been made to tow the *Victoria*, a 20,000 ton liner, recently acquired by Chandris Lines of Greece, to Piraeus. The ship would be "dead" except for power for lights, etc.; and the tug, roughly 2000 feet in the lead, would tow the vessel by an eleven inch of cable knit of nylon and 2¼ inch towing cable.

So, several days later around midnight and in a blustery northwest gale the tug and liner put to sea. Estimated time to Piraeus — five weeks. Next assignment for the *Heide Moran* and crew? More towing until perhaps she circles the globe. Estimated return to New York — six months to a year.

So, Bon Voyage, *Heide Moran* and a long and happy life. We want to hear all about your first run on your return.



Typical quarters for two of the crew



The Bennington Battle Flag



The Bennington Flag as she will be flown by the HEIDE MORAN during this country's Bicentennial year.

During the Bicentennial year the *Heide Moran* will be flying the Bennington Battle Flag as her national ensign.

It was one of the first known standards, bearing the Stars and Stripes, to be carried by American Colonials in their struggle against the British during the Revolution. It was carried by the men of the Vermont Militia in the Battle of Bennington, Vermont, on August 16, 1777.

A version of this flag was carried by John Paul Jones to France, and it flew on his ship, the "Bon Homme Richard," when he captured the British sloop, "Drake" in April 1778, and, a year later, when he defeated the frigate "Serapis."

The merchantman, "Columbia," was the first ship to bear this flag around the world, on its historic three year voyage which began in Boston in September 1787.

The design of the Bennington Battle Flag graphically illustrates the little regard that flag makers of the time gave to a standard design. Some flags, like the Bennington version, contained seven white and six red stripes. Some had vertical, instead of horizontal, stripes. The number of points of the stars ranged from four to eight.

Stars in the early flags were generally placed in rows, not in circles. The circular design generally associated with American flags of the period 1777-1795 came from its being popularized through the works of latter-day artists, such as Leutze's "Washington Crossing the Delaware," Weisbergers's "Birth of Our Nation's Flag" and Willard's "Spirit of '76."

Replicas of the flag are available at the Maritime Association of the Port of New York, 80 Broad Street, New York, N.Y. 10004 and prices and sizes can be obtained by writing them at the above address or by calling (212) 944-8360.



All Saints Day is always a special day at the Institute for it is then that the names of seamen who have died during the preceding year are commemorated during the worship service. This year the sermon was given by The Rt. Reverend Robert C. Witcher, Coadjutory Bishop of the Long Island Diocese.

Because much of the Institute's work takes place along the waterfront in his diocese, we were especially pleased that Reverend Witcher thought it appropriate to participate in this service.



Although the opening day was rainy and dreary, inside our first floor gallery the walls were awash with color as the Aquarelle Club of Long Island gave its first exhibition here at the Institute.

The group of more than 25 transparent watercolors covered a broad range of subject matter with many of the paintings depicting things nautical.

Pictured above are artists Mary Blackey and Joan and Phil Joy with an unidentified opening day guest ...

Recently the Institute was most pleased to welcome the Honorable Greville Howard — Lt. Commander RNVSR, (pictured, center) to our Manhattan headquarters. As part of his visit he was given a tour of the building by our director, Dr. John M. Mulligan (pictured, left) and Mr. John Winslow, president of the SCI Board of Managers.

Besides visiting SCI, Commander Howard also conferred with OP Sail '76 officials regarding the Sail Training Associations' June 21 race from Bermuda to Newport, R.I.

In addition to being a vice-chairman of S.T.A., Commander Howard is also vice-president of the famed Royal National Life Boat Institution and expressed a keen and knowledgeable interest in our work here at the Institute.

We hope that we shall see him again this July.



... and on the same day dramatic soprano Gina Carelli brightened up our third floor auditorium with a melodious concert of Strauss, Mozart and Puccini.

thanks
and keep 'em coming

Dear Editor:

The New York Landmarks Conservancy greatly appreciates the article on Pier A which appeared in the November issue of the Lookout and which elicited many positive responses from Lookout readers across the country.

We thank all those who sent letters and postcards to the Conservancy in support of the landmarks designation of a proposed historic district which includes Pier A. Undoubtedly, this strong show of public support will be tremendously helpful to us at the public hearing on January 27, 1976, when the Landmarks Preservation Commission considers the merits of the designation. The Conservancy will continue to collect notification of public support until the date of the hearing.

Again, the Conservancy thanks the editor and readers of the Lookout for their enthusiastic interest and assistance in our efforts to preserve Pier A.

Sincerely,

Susan Henshaw Jones, executive director
New York Landmarks Conservancy
17 Battery Place
New York, New York 10004

While January 1 is the first day of the calendar New Year, we sometimes forget that every morning can be the first day of a New Year for any of us.

It is with this thought in mind that we send you the following, hoping that you will start a Happy New Year every day of your life.

A Morning Wish

by W.R. Hunt



The sun is just rising on the morning of another day,
the first day of a new year. What can I wish that
this day, this year, may bring to me?

Nothing that shall make the world or others poorer,
nothing at the expense of other men; but just those
few things which in their coming do not stop with me,
but touch me rather, as they pass and gather strength:

A few friends who understand me and yet remain my
friends.

A work to do which has real value without which the
world would feel the poorer.

A return for such work small enough not to tax unduly
anyone who pays.

A mind unafraid to travel, even though the trail be
not blazed.

A heart filled with understanding.

A sight of the eternal hills and unresting sea, and of
something beautiful the hand of man has made.

A sense of humor and the power to laugh.

A little leisure with nothing to do.

A few moments of quiet, silent meditation in the presence
of God.

And the patience to wait for the coming of these things,
with the wisdom to know them when they come.

Seamen's Church Institute of N. Y.

15 State Street

New York, N. Y. 10004

Address Correction Requested

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Sailors on the Docks

by W. Lipnick

*Old salts on the docks
Watching the boats draw away,
Once they had been on board
Once they had had their day.
They had gone to distant shores
Crossed the different seas,
Now they sat on a bench and
Watched the boats break free.*