



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

A
Giant
Step



SEPTEMBER 1963

.... 1960

At lease signing ceremony for the first Port Newark development in April of 1960, James C. Kellogg III, Port Authority Commissioner made presentation of artist's conception of Station and Sports Field to W. Lawrence McLane, Chairman of the SCI Committee on Special Services to Seamen.



Dear Friends of the Seamen's Church Institute:

In commencing the second half of our building program, which will represent a more than half-a-million dollar investment in the dignity of men, we are reaffirming our belief that seamen deserve some kind of congenial center devoted exclusively to them and their needs. Today, one out of each four people in the greater New York area depends directly on healthy sea commerce for his livelihood. Without seamen, there would be no shipping activity, and accordingly, little prosperity. Seamen, then, are everybody's business. They need a center to bring order to their lives in a traditionally disordered kind of occupation.

We are reaffirming, too, our belief in the Port of New York as the greatest cargo and passenger center on the East Coast.

We have had no choice but to expand the present Port Newark operation which, on a limited scale, is serving an area twice as large as the whole New York harbor when the S. C. I. was first organized. We cannot continue an effective program for seamen when the center is consistently over-crowded and we must say to these men: "You've got to wait awhile."

Encouraged by the Port of New York Authority and by the Episcopal Dioceses of New York and Newark, the S. C. I. extends the only hand of friendship to these thousands of seamen. Many of them are foreign, meeting America and Americans for the first time.

For 130 years we have worked quietly. Now in our expansion we need and will actively solicit your support. We have worked quietly for you to retain respectability on the waterfront, showing men of the sea, foreign and home-made, that we are proud of them and proud of their calling, and also that we are concerned.

Will you join hands with us in saying "hello" to these men, and in building a positive image of America in the eyes of so many foreign seamen who see America for the first time in the Port Newark Station of the Seamen's Church Institute?

Sincerely,

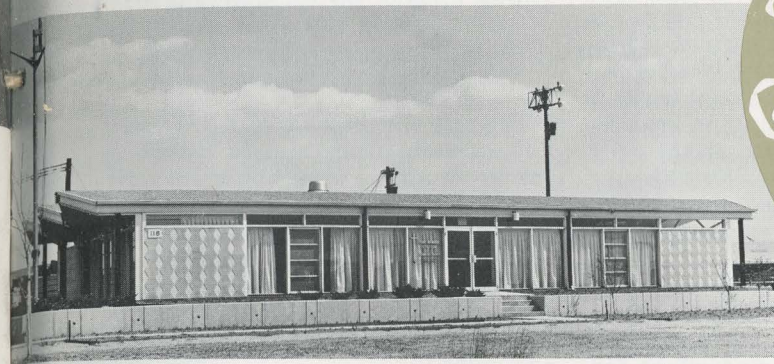
Transem E. Vilas

PRESIDENT, BOARD OF MANAGERS

PREPARING FOR THE FUTURE

SCI ANNOUNCES PLANS FOR THE FINAL ADDITION TO THE PORT NEWARK CENTER

.... 1961



The existing building as it appears today.



.... and in 1964

To prepare for its future and expanded role providing the only social and recreational center for an estimated 500 American and foreign seamen a day entering Port Newark, the Seamen's Church Institute of New York is constructing a much needed addition to its Center at the corner of Calcutta and Export Streets in Port Newark.

Since the pilot program in Port Newark was started, it has become apparent that a more comprehensive social service program is needed, patterned after the successful one at SCI South Street, which is based on the Institute's survey of the recreational, social and welfare needs of crews of American and foreign flagships.

At the heart of our ministry to seamen is the church. Port Newark's chaplain, The Reverend G. Basil Hollas, has developed a substantial devotional program which takes religious services to ships. Holy Communion is now celebrated in mess halls and staff lounges. The reverence of seamen is present here, but the quietude and

beauty of a sanctuary which complements the devotional service have been missing.

Central to the new building will be the chapel, unostentatious but comfortably appointed, where the religious program can be adequately developed. Seamen of all denominations will be welcome, as they have been at services in SCI's Chapel of Our Saviour. A place of worship in the midst of 640 acres of barren waterfront will have an understandable appeal to seamen.

Important, too, are the small conversational areas in the 11,850 square feet of projected new space which will allow a seaman with just a few hours in port to see his relatives or to write a letter in absolute peace. One seaman recently said: "After a trip of four or five months at sea I begin to feel like a prisoner. I keep the same schedule seven days a week, see the same faces in the mess hall and in the room I share with three others. Escape? There is none. It's like being incarcerated. Then I think about getting ashore. I want to see what clothes look like in

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FACTS ABOUT THE BUILDING

The design of the proposed building was conceived by the New York architectural firm of George W. Clark Associates to give first consideration to provision for conversion of space from one activity to another, simply and rapidly, as the needs arise.

The structure is conceived as a "clump" or cluster of tree-like forms, springing up from their pile "roots," rising three stories high, then branching to an overhead cover at the roof level. Within this framework are inserted the horizontal floor planes, the vertical partitions, the enclosing walls of the chapel and fireplaces.

Included in the 11,850 square feet of interior space are: a chapel, recreation, hi-fi and television areas, lounges, a library, slop chest and offices for chaplain and director as well as a custodian's apartment and a guest room.

A portion of the site adjoining the new building to the south will be available for future expansion of the new building or for a structure to enclose activities which cannot properly be accommodated within the building.

Faced with pre-cast concrete slabs, sand-blasted to expose the aggregate, the building will feature other exterior walls of brick. It will rest on wood pile foundations as do all other structures in the Port area. Materials were selected by the architects to resist attack by salt and chemicals found in the Port area. Interior finishes will consist of terrazzo floors, acoustical plaster ceilings, and natural wood walls.

The first floor includes offices, recreation space and a two-story chapel. Overlooking the chapel through a central well will be informal, conversational and recreational spaces. The chapel remains the focal point of the building. Exterior balconies, accessible from the interior, surround the building and will afford full view of the Station's existing soccer field.

Year-round air conditioning will be provided by means of gas-operated heating and cooling equipment supplying conditioned air through baseboard supply diffusers. Overhanging balconies will shade the glass walls of the

floors below, thus reducing the summer cooling load. In addition, say the architects, the solid brick wall at the altar end of the chapel and a decorative screen which encloses the offices and living quarters, will further reduce the cooling load, as well as providing privacy for these spaces.

MOVABLE DIVIDER-STORAGE WALLS ACHIEVE FLEXIBILITY

Seamen will be able to move freely and casually from hi-fi to lounge or television areas, from library to writing room, from ping-pong or pool, back to lounge without the formality of opening doors. Different activities will be defined by different colored furniture and rugs, and different heating levels and qualities, as well as by storage units.

The only space, aside from offices and living quarters, which will be separate will be the meditation chapel. This space will be isolated visually and acoustically from the other spaces by means of partitions which can be folded back to open the chapel to the entire first floor and mezzanine. At this time the central mall, which will normally be the focus of recreation spaces and a central gathering area, will become part of the chapel.

As conceived by the architects and as combined with the existing building which will be used as a food and auxiliary social center, the Station will be one of the most complete physical units in use anywhere in the world for seamen's activities.

GROWTH OF PORT NEWARK

Unlike Dickens' fictional character, Miss Havensham, who prepared for guests who didn't arrive, the S. C. I. knows that its guests will be there—a potential of more than 500 a day! Assurances, aside from attendance figures from the Station's three years of operation, come from men in the Port of New York Authority. Men like A. Lyle King, Commissioners Bayard Pope, and James C. Kellogg, III, who worked closely with S. C. I.'s Board member W. Lawrence McLane in ar-

ranging the leasing of the property to construct the Station in 1960, have encouraged us to go ahead with the construction of the second building.

Realizing the accessibility of Port Newark to a network of surface transportation, the Authority sees the area as a containerized cargo center. Imported frozen meat and other frozen products can be unloaded quickly, and sped to inland markets using the most modern facilities in the world. Port Newark is already the main import center in the nation for frozen meats and for foreign automobiles—it received 88.3 per cent of the total imported autos during 1962. Large transit sheds provide ample area to efficiently handle the sorting, inspection and trans-shipment of these commodities.

The future of Port Newark as a passenger center is assured. The first steamship company to bring its passenger operation to Port Newark has been Grace Lines, which operates highly-specialized cargo-passenger liners. The sparkling fleet of Grace Lines ships operates from huge new facilities, and her operation includes the first regularly scheduled passenger service from Port Newark.

Sharing Port Newark with Grace Lines are companies with household names like Celanese Corporation, Hunt Foods, A & P, W. T. Grant, Swift & Co., Goodrich, Tidewater and many others.

The present importance of Port Newark and the larger Port Authority may be appreciated when one uses the economic statistics provided by the Port Authority.

One out of every four persons who lives in the Port District (25 miles radius of the Statue of Liberty and including 17 counties and 220 municipalities) depends for a living on the Port's waterborne commerce. A total of more than 25% of all wages earned in this area come directly and indirectly from shipping. Ocean commerce, then, becomes a most essential contributor to the healthy commercial climate of the greater New York area. It is no idle guess that these figures will be higher when the whole harbor

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Continued from page 3

the window of some nice store and to be by myself for a while. Lately we don't get enough time in port to even visit the commercial area. If I can't window shop I'd just like to be where it's quiet for a minute."

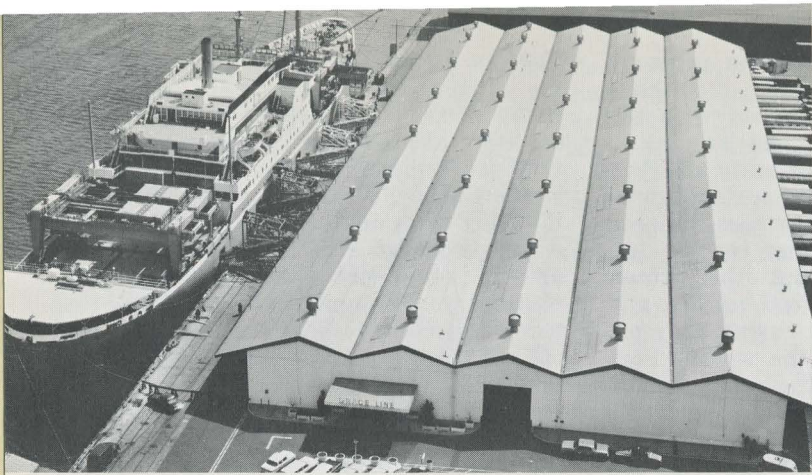
Provision for a hi-fidelity listening area and equipment is not just an extra pleasantry. Foreign seamen are devoted to collecting records from ports of call, and equipment on which to play their new purchases for themselves and for friends will contribute much to their pleasure during the few hours they have to relax.

The additional space provided in the planned building will enable the Department of Special Services to develop the adult education program with courses and special programs tailored to the interests and needs of seamen with very limited amounts of time.

Even without an organized program, the popularity of the Center has been phenomenal. Last year nearly 16,000 men of the sea were served in some way by the present staff of four men. The two shipvisitors went aboard 1,299 cargo ships to welcome seamen to America's back door. Most of these crewmen were foreigners, visiting America for the first time. They had time, money and language difficulties. They were invited to the Port Newark Station, and many of them came because they felt they would meet a staff well-acquainted with their particular problems.

In 1963 the number of seamen using the Port Newark Center facilities has increased by one-third over last year.

The new building will relieve crowded conditions and permit the Institute to provide a broader program for more men than the present facilities allow.



Passenger and cargo operation is handled in sleek new Grate Lines facility constructed in Port Newark, and offers the first scheduled passenger service from area to Caribbean ports in sparkling fleet of new ships.

WE OWE A LOT TO SEAMEN; PERHAPS YOUR WAGES COME FROM SEA COMMERCE

development project is complete.

The well-being of the men on whom all sea commerce depends, the seamen, therefore becomes not just the responsibility of the Seamen's Church Institute, but a real responsibility to the 3,120,000 of us Port District residents whose livelihood comes from sea commerce.

THE NEED FOR EXPANSION

The dynamic growth of Port Newark has resulted in a consistent overcrowding of the Seamen's Church Institute facilities in the Port area.

Last year approximately 16,000 seamen from 60 countries visited the Port Newark Center of the Seamen's Church Institute of New York. In 1963 the number of seamen using the facilities of the Center has increased by one-third over last year. When the multi-million dollar Newark-Elizabeth port facilities are completed the Port Authority expects 500 seamen a day to enter Port Newark—more than 182,000 a year.

A large percentage of these men will find their way to the SCI Center, the only consideration of the human element in the entire 640-acre area. The present Station can accommodate only 75 seamen; its walls are already bulg-

ing. Expansion is imperative both to meet fully current needs and to prepare for the dynamic future growth of the Port.

The modern, three-story building pictured on the cover is SCI's answer. It will be connected to the present building, opened in 1961, and will provide twice as much lounging and recreational space, a chapel, quarters for clergy and staff, and storage space required for expansion of the Institute's programs of ship and tanker visiting, and adult education.

The present building was an experiment, and its subsequent popularity has taxed what were intended to be limited facilities—twice the traffic a building its size should bear. Chairs are removed from the game area to accommodate the excess of television viewers. Television noise sometimes distracts those concentrating on chess, and the movement of seamen into showers and lockers disrupts those trying to enjoy quiet conversation over coffee. The chaplain, in serious conversation with a troubled seaman, might be interrupted to distribute soccer equipment stored adjacent to his desk (along with most of the other material needed in the administration of the busy center). See story of Port

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Newark...Long a Port

Reprinted with permission of the Port of New York Authority.

According to the residents of Newark, one cannot find a single product sold in this country without an equivalent being manufactured in their community, the second largest city in the Port of New York District. While this may be a pardonable exaggeration, no one can deny that Newark has not been a compelling force behind the growth of the New York-New Jersey Port. For 300 years the destiny of this city on the west bank of the Passaic River, where it joins Newark Bay, has been woven with that of nearby New York, a scant eight miles away.

Site of the Port District's first airport designed and built specifically for commercial use, the city has been one of this country's principal transportation hubs since the earliest days of stagecoach and sail. In fact, Newark's famed "Four Corners," the crossing of Broad and Market Streets in the heart of its downtown business section, was at one time reputed to be the world's busiest intersection, and its famed bronze traffic tower was a familiar landmark to many Americans.

Newark's history begins with the "Four Corners," for it was exactly at this point that the community was founded in 1666. Under the leadership of Robert Treat, a group of 84 dissident Puritans from the Connecticut towns of Milford, Branford, Guilford, and New Haven banded together to seek another outpost for their "Kingdom of God." Attracted by the land concessions offered by the royal proprietors of New Jersey, the prospective settlers embarked from Connecticut in several small boats, ultimately reaching their new homesite by way

of the Kill van Kull, Newark Bay and the Passaic River. Four large tracts of land were divided among the new settlers, each tract symbolically representing the Connecticut town from which they had arrived. The junction of the four tracts eventually became the village square, and still later . . . the "Four Corners."

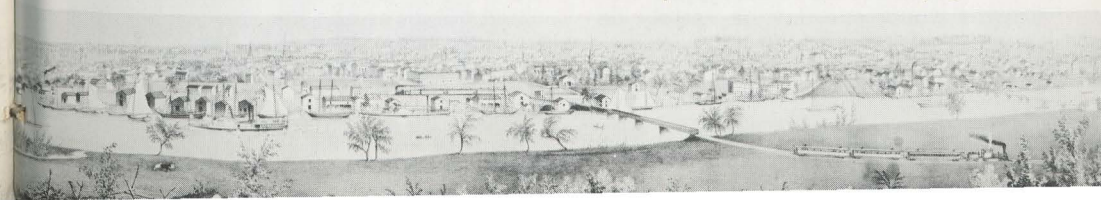
For almost two years the new community was nameless, being identified only as the "town on the Passaic River." The first officially recorded name, "Milford," was used for only a short time. The reason for the change to Newark will probably never be known, but the most popular theory is that one of the settlement's clergymen had previously preached in Newark, England.

Newark owes much of its greatness as an industrial center to two remarkable men—Moses Newell Combs and Seth Boyden.

Combs was the father of Newark industry. An excellent shoemaker, he opened a small shoe factory in 1790. The demand for his product was so great that soon a number of neighbors decided to open similar enterprises. Within a short time Newark became young America's leading leather tanning and shoe manufacturing center, a position it held for almost a century.

The second of the two men, Seth Boyden, was probably one of the greatest and most unheralded inventors in this nation. Through his many inventions and improvements on established methods, Boyden placed Newark's industries far ahead of its competitors. His crowning achievement was a method of making malleable iron. He dis-

View of Newark from across the Passaic River shows steamships and railroads over a century ago.





View of Market and Broad Streets intersection looking southward about 1868

covered this process in 1826, and it is still being used today. Through this invention, Newark became one of the world's foremost producers of alloy metals.

The world-wide demand for its products brought about a corresponding need for financial facilities, and Newark became New Jersey's leading banking and insurance center. Today, it is the second largest life insurance center in the country and serves as the headquarters for one of the largest insurance companies in the world—the Prudential Insurance Company. Its 19 life and casualty insurance companies, including the Mutual Benefit, American, Firemen's, and Globe Indemnity, employ more than 30,000 office workers.

Due to its strategic location in relation to New York, the city has traditionally served as the hub of railways and highways leading from the South and West. Five lines—the Pennsylvania, Erie, Lackawanna, Lehigh Valley and Jersey Central—serve the city, while some of the finest highways in this country pass through its confines.

Nevertheless, as far back as the turn of the century, the city's planners realized that Newark's continued growth would one day be greatly de-

pendent on the development of its marine facilities, and a city-sponsored engineering survey in 1908 recommended the building of a seaport at the present location of Port Newark.

Shortly thereafter, the city voted funds for this project, and Port Newark was officially opened on October 20, 1915. Some 33 years later, The Port of New York Authority entered into a 50-year lease agreement with the city to operate Port Newark. Since then, the Port Authority has spent approximately \$75 million on its development and has \$50 million more for its future completion.

Newark Airport, adjacent to the seaport, also reflects the vision of the city's administrators. Situated on one-time marshland, Newark Airport was opened in October 1928. As in the case of Port Newark, the Port Authority assumed responsibility for the airport's operation in March 1948. Since then, the bi-state agency has invested almost \$42 million to assure Newark of one of the great airports in the United States.

The City of Newark is now in the midst of a great new upsurge, promising an even greater future to the once small "town on the Passaic."

DUTCH CREW BRINGS LIVELY PROGRAM OF VAUDEVILLE TO SCI



The Van Andrews Sisters? No, just some of the boys cutting it up!



The professional men's chorus were as familiar with pop songs in English and other languages as they were with those in their native Dutch.



As should be expected—and an audience would be disappointed if it would not appear—is a dance number featuring performers in traditional Dutch costumes.

A lively group of some four dozen men and women, regular crew members of Holland-America Lines luxury cruiser "Rotterdam" brought to the stage of SCI the musical, vaudeville show it normally reserves only for passengers on ocean crossings.

The hard-working entertainers, most of whom are Dutch, played to a "standing room only" crowd of 600 seamen and staff, and were rewarded with a "standing ovation." Stage backdrop, properties and costumes were created by talented performers themselves, with hearty encouragement from the Holland-America Lines. Props and all were brought by bus directly from ship's auditorium to SCI's Berwind Auditorium.

Performers later joined the seamen from the audience in the International Club to enjoy individual compliments from appreciative men and staff . . . and to dance some—more.

It had been a night of great fun for many seamen and reminded SCI and the Holland-America Lines of their close friendship through the years.



Gardenias for the ladies in the troupe from Mr. Mulligan at the end of a fast-paced two hours.

While Ulysses was absent on his ten-year odyssey, a faithful wife, Penelope, contented her suitors by promising her hand in marriage to one of them when she had completed her weaving. Being a wise gal, however, she unraveled her handiwork each night hoping for the eventual return of her husband's ship.

Like her Grecian counterpart, the modern-day seaman's wife is put to the same endurance tests. If she's the wife of a tankerman, her lot is even more unfortunate, for the absence of the men who ship the tankers is a long one. With advances in automation, the modern tanker enters and departs from a port—often in one day—seriously limiting the opportunities for a tankerman to spend time with his wife or to enjoy the natural recreational pursuits which we allow for any civilian.

In the absence of most contact with normal living for great lengths of time, it is understandable why, when a tankship visitor from the Port Newark Station hops up the gang plank to visit with him during a short break, the tankerman is noticeably enthusiastic.

As we reported in LOOKOUT last November, tankermen were looking desperately for some contact with a seamen's agency. The pilot program of tanker visiting established last year satisfied an immediate need of the tankermen on a limited scale. The need was the provision of good reading material to carry them until they again returned to New York. Included were current magazines and newspapers, for, more often than not, the men were spending their leisure hours at remote docks where there was no place to buy a newspaper or a cup of coffee.

The lack of transportation to metropolitan centers is even more of a handicap to the tankerman (although a less than adequate public bus is available.) Therefore the SCI has given serious consideration to the advisability of establishing a regularly scheduled bus service from the remote docks where the tankers are berthed (Perth Amboy to Weehawken and Staten Island), to the Port Newark Center. The service would be frequent, fast, and fitting the work schedule of the tankermen. We

Taking SCI To The Tankers



A crewman on the modern tanker paints salt-pitted steel deck in an ages old fight against the sea eternal.
photos: courtesy of Esso

would expect to have the participation of part of an estimated 250 tankermen arriving each day in the Port area who now have no opportunity for recreation or a normal social life. We have provided for them in the building we discuss in this issue.

In addition to a regular shuttle bus service from Port Newark to the tankers and back, the SCI will have space in the proposed building to increase its mail pick-up and forwarding service which has been so appreciated by the tankermen. Essential requirements are a sorting area where mail can be zoned and speeded to its destination.

In addition the SCI anticipates an extension of its banking services at South Street to tankermen. From the SCI, a staff of ships visitors routinely board American ships at payoff time,



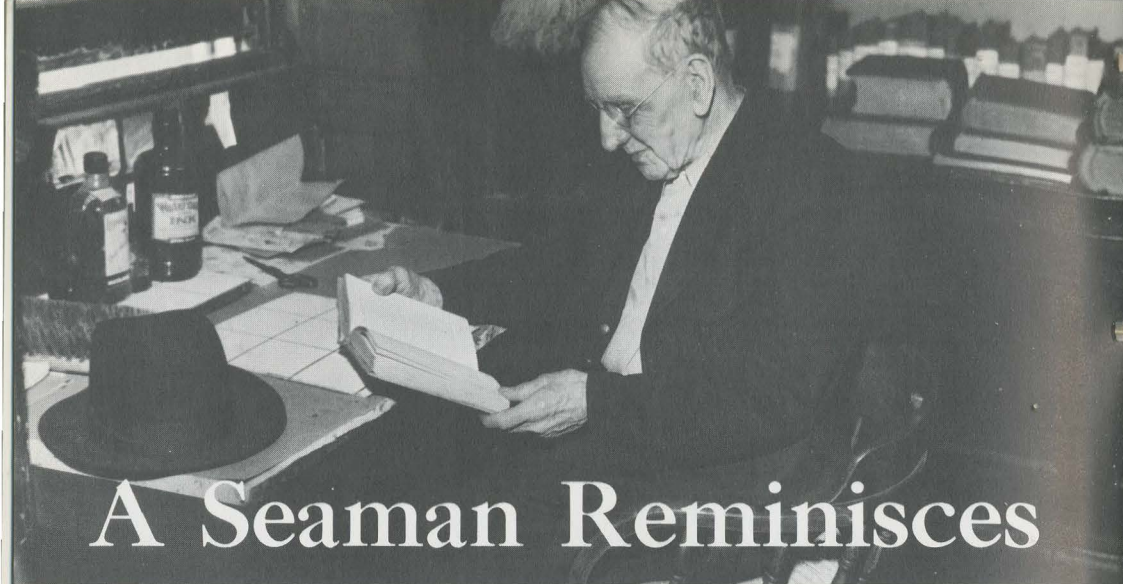
A faulty connection in the piping system could mean disaster at sea—as these men who are experts at their work know too well.

offering the crew the opportunity to make bank deposits and buy travelers checks. In offering a banking service for men on the tankers, the SCI will continue to comply with maximum security precautions in the terms of our license issued by the New York State Banking Association. Again, the space to insure safety of this money will be available in the new building.

Ultimately, with more available working space in the new quarters, the Personal Service desk similar to the one which operates so successfully at South Street will be available to tankermen. The men will either bring their problems to the desk at the Center, or their requests will be handled by the desk through the ships visitors. Such services will include everything from drafting letters, filling out forms and applications (for seamen with a

language difficulty), to arranging short sight-seeing tours for men with a very limited amount of free time. All these services take space, and must operate from an area free of distractions. These requirements will be satisfied in the added available space in the proposed building.

"It's a long, time-consuming journey from Port Newark to the tankers," emphasized Mr. Mulligan, "but the enthusiastic response from tankermen to our person-to-person visiting program has proved to us that we must continue these journeys. We must develop more specialized program of service to this very necessary and overlooked work force, and even extend the program to men on foreign tankships. We're mindful of the space requirements for a successful tanker visiting program, and we have allowed for them in developing plans for the new Port Newark Center."



A Seaman Reminisces

A retired seaman, now living in South Africa, noticed an article about the SCI in a Rotterdam newspaper, was compelled to wax nostalgic in a letter to our ship visitor which read:

Yesterday I read in Rotterdam's *Nieuwsblad* an interesting page devoted to the Port of New York and the work of the Seamen's Church Institute. I realize that you must be very busy with your most interesting and worthwhile task, but I am wondering if you are not the grandson of Peter Van Wygerden who, around 1930, operated a restaurant next to my father's butcher shop in Rotterdam. My brother and I were close friends of your grandfather, and we drank many a cup of coffee in his restaurant. The page in the newspaper brought a most pleasant and carefree time of my life back into focus, and all because of the magic words Seamen's Church Institute, 25 South Street, New York.

Although I was born and raised in a butcher's family I had always wanted to go to sea. In the end, on a training ship, I did go to sea. That was in 1912 — first on a Holland-America trampship and, in 1915, I deserted the S/S *Andyk* in Philadelphia. I made my way by train to New York where I made 25 South Street my headquarters.

In those days there were still the old Spanish sail ships berthed right across from Coenties Slip, and a cart selling clams just like in Holland. Off and on till 1920 I sailed out of New York, but I always came back to South Street. I now am 64-years old and since last year, a retired master butcher. I have seven children, and all except two sons are married.

I would appreciate it if you would send me an annual report or something like it with illustrations of the present Seamen's Church Institute. I noticed from the photographs in the newspapers that a third part has been added to the building as I knew it. In my time the British Consulate was located in the Institute on one of the subterranean floors. I noticed, too, that the little park on Coenties Slip is still not used for building, and most likely it will remain so.

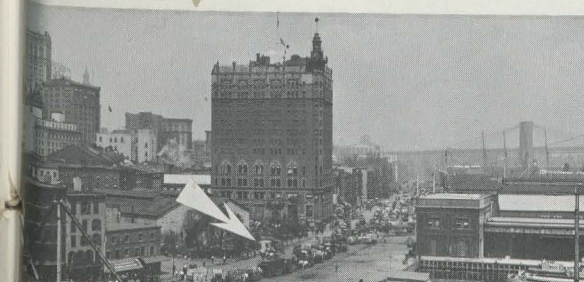
I have fond memories of Mrs. Janet Roper, a slim and lanky lady who always showed great interest for life aboard ships and anything pertaining to shipping, the service on troop ships, etc. I also noticed, at the bottom of the

photograph, the building in which I had to be examined before I was placed as Quarter-Master on a U.S. Army Transport (I still have these certificates). I also sailed on many U.S. tanker ships and right after the War was over, together with two school friends from Schiedam, Holland, I signed on the English sailing bark, *Alice A. Leigh*, on which we made a trip to the West Coast of South America. We noticed in those days the ancient triple-expansions (old-time coal-burning engines) and the tremendously clunky coal-burning Scotch Boilers, even moreso, the poor and overworked stokers who were living like animals in their dark quarters. There was no electricity on the ships then, and light from lanterns only during a few hours after sundown — and no radios, of course. Then the stokers and sailors were earning 48 guilders (\$48) a month and stokers coming off the four to eight watches would find only leftover grub on the mess table, and only if they looked after the coal supply for the galley stove.

On one ship we sailed carrying a cargo of saltpeter, we were towed into Charleston, S. C. by the New York tugboat "Fame." Just before they left us, we heard them say that they needed two stokers on their tugboat, and they promised extra wages to any man. My friend and I immediately took the jobs, thinking that it was to be an oil burner, but once we were offshore we discovered that it was a coal stoker. Never in my life did I work like that in front of fires on a tug boat. I could

Warehouses joined SCI's first building at Front Street and Coenties Slip before annex and chapel replaced them in 1928, as writer remembers them. ▶

Our author remembers Paddy's Clam wagon which was a familiar sight in the SCI neighborhood in 1913. ▼



not sleep because of cramps caused by drinking too much water. Yes, there were ham and eggs in those days, too, but we were too tired and too sick to eat.

Since that time I have held a special warm spot in my heart for the stokers and firemen on the coal engine ships. Consequently the Seamen's Church Institute was always a real haven to me and it gives me so much pleasure to have brought all the pleasant times spent there back to my memory again. I even remember the warehouses at the corner of the building — places which in those days were marine tailors and seamen's outfitters. I remember in the city how restaurants were serving ham and eggs for breakfast, or Pork Chops with Corn Flakes for 15 or 20 cents, and on almost every wall was an advertisement for oleomargarine.

Because I am now retired, I have a fond wish to visit again the Seamen's Church Institute. Truly, nothing would give me more pleasure.

I could continue writing like this for quite some time, but I shall stop now — reluctantly. However, before I close I should like to subscribe to your wonderful monthly magazine, "The Lookout" and will be so happy to receive this regularly from now on. I am closing with very many greetings to you and to all those working in the Seamen's Church Institute. God bless you all!



THE SEA MONSTER

by Orlan J. Fox

In his attempts to define the strange phenomena of the sea, man has often approached the mysteries of the deep in terms of his own existence and environment. Through the centuries, he has pondered the possibility of mermen and mermaids, speculated on the existence of sunken cities, and given the creatures of the water names such as sea-horses and sea-cows. Following this logic, albeit naive, much of the world's sea-lore depends upon the premise that the universe of the ocean mirrors closely that of the earth.

Originally, the ancients assumed that whatever existed on land had its counterpart in the sea. Thus, there were not only men and women and barnyard animals, but also sea-elephants, sea-tigers, sea-unicorns (a curious double myth) and, of course, sea-gods. The world of the depths was similar in most ways to life on earth, though the sea-creatures were often invested with extraordinary powers, and the architecture of their palaces and cities were sometimes unusually advanced for the day. Medieval writers went one further than the ancients

and described the sea-monk. Later sea-bishops were conceived—logically much rarer than the lowly monk.

There was always, however, one major exception to this rule of sea-counterparts, for it was thought that God, or gods, had created a monster of the sea far bigger than anything that lived on land, or indeed could live on land. This was the Biblical Leviathan, or in Norse lore, the Krakan, which was so huge only the sea could contain it.

The Biblical Leviathan may simply be a whale. Each was mentioned separately in the texts, but it is quite possible that "whale" and "Leviathan" were used interchangeably to describe a single little-known sea monster.

In the Talmud there occurs the legend that after Jehovah had created the universe and all its living creatures, He realized that the Leviathan was so enormous, so powerful, and equipped with such an appetite that its very existence jeopardized the rest of creation: The world of Nature was out of balance. Fortunately, there were as yet only two such monster whales in being. He therefore destroyed one of the two, so that their species could not be propagated. At the same time, lest no record of His mammoth handi-

work should remain, He made the second Leviathan immortal.

The Scandinavian Krakan, the most famous of the gigantic monsters, has a somewhat similar history except that two of the species were believed to exist, presumably of the same sex. They were created at the beginning of the world and are destined to live as long as the world itself endures.

Like the mermaid, the Leviathan or the Krakan has its legion of eye-witness admirers, and reputable ones at that. A certain 18th century bishop recorded that while sailing across the North Sea, he and his fellow passengers spotted what seemed to be an uncharted island. The ship landed and the Bishop immediately performed his religious duties, consecrating the island with a high mass. As soon as he had finished the service and was safely aboard the ship, the island—actually a sleeping Krakan—roused itself and sunk beneath the waves.

The *Physiologus*, a collection of moral tales popular in the Middle Ages, used other stories of the whale-island to point out the perils of being tempted by the devil. Sailors could be deceived, tie up their ships, perhaps even start a fire on the back of the insensitive and lazy creature. Suddenly, just when the poor seamen are settling down and feeling at home, the monster sinks, taking men and ship with him. So, says *Physiologus*, do demons tempt men with false appearances until they are firmly committed to evil ways, fastened to the very body of Satan, and cannot escape when the tempter sinks back to the Hell from which he came.

In spite of their great awe of the great monster, fishermen have traditionally found the Krakan a rather useful creature. They know that if their soundings suddenly show the water to be much shallower in a particular spot than it should be, then a Krakan must be lying between them and the bottom of the sea. In this case they immediately throw out all their nets and are assured of a good catch,

the fish being crowded up between the body of the Krakan and the surface of the water. They continuously take soundings, however, for if the depth decreases suddenly they know that the Krakan is awake and rising and that they must waste no time in escaping. Otherwise, they will either be stranded on his great back or caught in the whirlpool of waters that is sucked in whenever he rises or sinks.

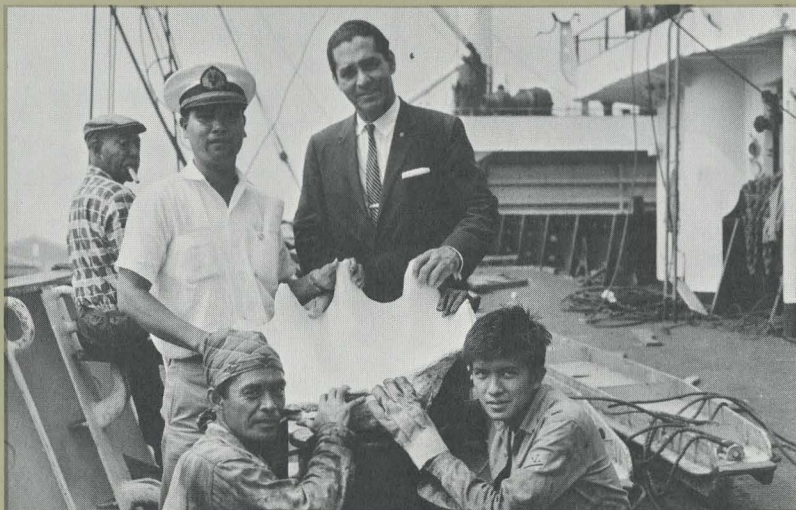
In the light of modern oceanographic sciences, the Krakan has of course receded from the realm of possibility. On the other hand, with a considerable reduction of its supposed fabulous size, the sea monster in general is very seriously believed in even today, and not without scientific justification. The great calamary or squid, a mollusc of the cuttlefish and octopus family, is as truly monstrous as the Krakan and Leviathan of legend. These calamaries are known to have reached at least eighty feet in length, while abnormal specimens probably grow even larger. Further, the squid is able to do what the Krakan is sometimes described as doing—that is, seize a man with one of its fearsome tentacles, and drag him from his boat to a terrible fate. It should be pointed out that until late in the last century the elusive calamary was considered a mythological creature.

Why the Great Sea Monster appears in almost every country's sea-lore and why until recently it has enjoyed such credibility is not difficult to explain. The Monster—call it Krakan, Leviathan or any other name—possesses all the power, evil, mystery and notable indifference of the sea. If there ever was an earth-like existence beneath the sea, as the ancients believed, then the Monster was the force that made this watery universe alien to man. There are still many unknown phenomena of the sea to explore, but, through the centuries, man has gradually and systematically explained the mysteries and cut away the dimensions of the fabulous Monster. At the same time, he has discovered that the Sea Monster is really the Monster Sea.



We are a kaleidoscope of the waterfront.

*A look-in on the world's largest
shore home for merchant seamen . . .*



▲ **HEAVYWEIGHT** — When asked by a seaman aboard Philippine President Lines Roxas if he would like to have a shell from the Philippines the next time the ship returned there, SCI's ship visitor Amigo Chegwin (in suit) said yes, probably thinking of something the size for an ashtray or shelf ornament. Some weeks later the seaman returned with the shell—only the giant clam was two feet across and weighed over 100 pounds. The shell has been given to the Marine Museum for safe-keeping.

▶ **SURPRISE ENDING** — When medical doctor, Elizabeth Price, accepted the Education Department's invitation to speak at SCI on "Nepal, the Mountain Kingdom" (where she spent several years on a U.N. mission) she didn't expect the ensuing question and answer period about personal health problems. Seamen, seizing the opportunity, asked about everything from gall bladder to eczema, and Miss Price was delighted to provide the answers during extended coffee hour which left both them and her exhausted.

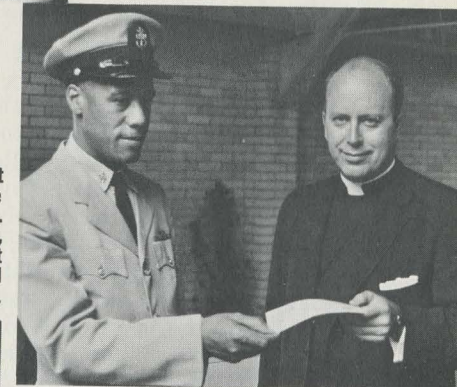


◀ **PARTING GESTURE** — When Chris Nichols resigned job as manager of International Seamen's Club to join another SCI division, Club volunteer hostesses collected money to buy recognition plaque, have it engraved with fond words. Admirers include: Irma Brandseph, (left) secretary to the Director of Education, and Ida Cathers, secretary to the Director of Special Services.

▶ **KIDS** — As a result of a New York Times newspaper article calling attention to SCI's remodelled Marine Museum as a major attraction for children, attendance from junior leaguers has increased significantly, and among admiring faces were these vicarious viewers, snapped recently.



▼ **LOVE'S LABOR** — With the M/V Northumberland which arrived at Port Newark, came a toy koala bear from Sydney, Australia, the gift of an American seaman to his lady friend in New York. Cooperating with cupid and the Missions to Seamen (Sydney), the SCI dispatched and delivered the gift to its recipient (presented to her by Dr. Roscoe Foust, Director of Special Services) when it proved too big for regular parcel post.



▲ **REMEMBERED** — When officers and crewmen of ship "Blatchford" returned to the States after 2½ years overseas ferrying 36,809 troops 174,014 nautical miles for the United Nations operation in the Congo, men took up collection for worthy seamen's agencies, shared proceeds with Seamen's Church Institute and United Seamen's Service. Representing crew in presenting check to SCI's Chaplain Joseph E. Huntley (in absence of Mr. Mulligan) was Chief Richard Graddick, public relations officer for Military Sea Transport Service, under whose operation the Blatchford served.

Port Newark—from page 6
Newark, June 1963 Lookout.

The seamen arriving in Port Newark-Port Elizabeth find themselves in one of the most efficient port areas of the world. It is an enormous area of massive, efficient machines, cargo loading devices, warehouses, and the like, concentrated rather than ringed around the fringes of a city. It is isolated. The cities are far, and these men have relatively little free time. For foreign seamen there are the additional problems of language barriers and the high cost of American living. In the 640-acre complex there are no coffee shops, no lounges, sitting rooms, or snack bars.

The proposed building will relieve the crowded conditions in the existing building and allow the Institute to expand its social service program to meet new requirements of the hundreds of seamen who enter the vast area.



GULL'S WAY. By Sanford Sternlicht. 59 pp. Peterborough: Richard R. Smith.

GULL'S WAY is a chronicle of the sea and men in many moods by a talented young poet who has published a number of poems in the *Lookout*, including two of the present collection. Sanford Sternlicht strikes many notes in this volume, from the purely lyric to the dramatic monologue, from cynicism to the simple exultation of "Homeward Bound and First Bird Sighted." All the poems are vigorous and contemporary, with perhaps the most forceful and effective being the tough and colloquial dramatic poems like "Court Martial" and "Death in the Jungle."

Though he sometimes falls short of his own best and does not achieve a perfect blend of word and thought, there is no question that Mr. Sternlicht is a poet of high talent. Reading this poetry is a richly rewarding experience.

The project has the hearty endorsement of the New York Port Authority from whom our property is leased, and the Episcopal Diocese of Newark, in which the Station is located. Both groups recognize the fact that the Port Newark development is the greatest frontier existing in building good feeling for the United States and for the Church.

The Port Authority has greatly aided us in our initial program and now again are prepared to back us, realizing that a well-planned and staffed station located near to the berthing area of ships is an important stabilizing feature in the development of any port area. No other seamen's agency has answered the challenge with a permanent and adequate station representing the best of the United States of America to the men who see it first on the isolated and often desolate waterfront.

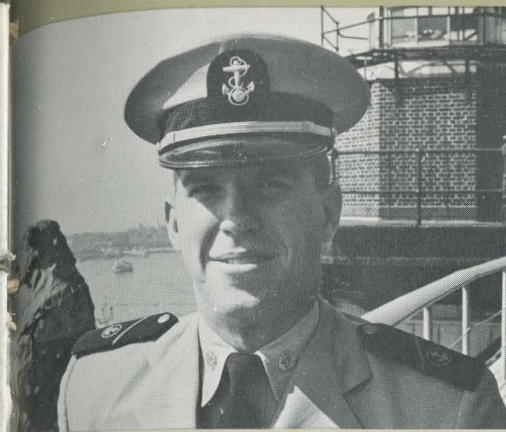
CHESAPEAKE BAY LOG CANOES AND BUGEYES. By M. V. Brewington. 171 pp. Cambridge: Cornell Maritime Press, Inc.

For generations vessels built within the shores of Chesapeake Bay have been famous among the seafaring peoples of Europe and America. In Maryland and Virginia, the two states which confine the Bay, the master shipwrights have always been experimental designers of sturdy vessels.

This book, really a combination of two previously published separate volumes, traces the development of both the Chesapeake Bay log canoes (dugouts) and the bugeyes. How they were built, equipped and used, and the economic, political, social and natural conditions which caused the developments are treated accurately.

Well written, closely researched, and handsomely illustrated, CHESAPEAKE BAY LOG CANOES AND BUGEYES is a valuable addition to a maritime library.

U.S.A.



seaman of the month

"Mr. Roberts"

A would-be Episcopal clergyman turned seaman is the star of this month's Seaman-of-the-Month Column. Cadet John Roberts, a student at King's Point Merchant Marine Academy dropped in at SCI after his summer training cruise before returning to school. He liked us so much he stayed for several days. After conversations with SCI staffers, he was referred to the *Lookout* office as a SOTM candidate.

This "Mr. Roberts", a clean-cut and thoughtful 20-year-old, is from Florida, where as a member of St. John's Episcopal Church he served as acolyte during his formative years. It was then that he gave serious thought to entering the ministry. The discipline of a military academy attracted him, though, and after completing his freshman year at Florida State he accepted an appointment to King's Point.

John has nothing but praise for the Academy, both academically and as a character builder. The competition is tough—350 were in his class when it entered and they now number about 200—and the pressure is always on, but it really separates the men from the boys, John says. He is so enthusiastic, moreover, that he'd like to see his younger brother, now a high school sophomore, attend.

John is pushing the Academy height limit—he stands 6' 5", weighs in at 230 pounds, and cuts an impressive figure in a uniform. He's active in athletics, especially wrestling, played a little football at the Academy, and was on the gymnastic team at Florida State. Singing with the King's Point choir (bass), which travels to churches in the greater New York area, is another of his avocational interests.

The Caribbean, the Mediterranean, and France and England were the destinations of his three summer cruises—aboard the *Excaliber*, the *American Challenger*, and the *Santa Isabella*. He benefitted from the cruises but had a little trouble folding up his 6' 5" frame to get through the ship's passageways.

John lived in half-a-dozen states of the Union while a youngster, and likes best California and New York City. The latter has more excitement to offer than any other city in the country, claims he, adding that New Yorkers respond to a warm friendly attitude the same as anywhere else.

SCI was delighted to visit with this towering representative of the merchant marine. He's destined to become a great ship officer!

the LOOKOUT

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SEAMEN'S CHURCH
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COVER:
Architect's sketch of new addition to Port Newark Station to be constructed in 1964.

Copyright 1963

A decorative border surrounds the text, featuring a thick rope that forms a continuous loop around the page. At the top and bottom corners, the rope is secured by large, detailed anchors. The anchors are drawn with fine lines, showing the flukes and the shank. The rope itself is depicted with a textured, braided appearance. The entire border is rendered in black ink on a light background.

WIND TO THE SEA

by Jacki Heer

Sing a song of rising winds,
Rising over emerald hills
Of wind-swept grass.
Watch the wind blowing down to the sea,
Carrying the sharp-edged sand
And flinging it without regard.
Watch the azure water leaping up
To meet the challenge of the wind;
See how it foams in its joyful frenzy.
Hear the wind laugh
In its high, piercing tones.
Listen to the waves
As they bound through the air
And slap against the shore.
Hear gulls shrieking endlessly.
Throw yourself into the furor.
Battle the waves; live with the wind;
Feel the sand beneath your feet.
Feel the scorching sun on your shoulders.
Watch the ways of a world
That would guiltlessly hide
Your weightless body in its depths.
Sing a song of rising winds.
And then, my friend, ask yourself
If man
Has conquered the world.