



# the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



MAY 1970





Around 150 English crewmen of the *Empress of Canada*, a cruise ship, lunched in the SCl auditorium one day in late March preparatory to being flown to England that afternoon by their employer.

Maritime law requires that ship operators return crewmen to the country of origin at the end of the crew's tour of duty — at the expense of the operator.

### To the editor:

I have just received the February-March issue of *The Lookout* and was interested in reading the item on page 14 about the false Apostle, and especially your last paragraph doubting that this custom survives on ships.

It does survive on land, at least in Venezuela where my husband and I lived for 25 years. In many small towns and villages there the same legend is enacted, particularly in the mountainous Andean regions; peculiar, since these are farthest from the sea.

During most of the first four days of Holy Week, the villagers are busy constructing Judas Iscariot in effigy, of straw. On Good Friday he is marched through all the village streets, ending up in the central plaza where the makings of a large bonfire have been gathered. Exactly at 3 p.m. the pyre is lighted and the false Apostle is burned.

Yours sincerely,  
**HEDDY KRAEMER**  
 (MRS. JOHN L. KRAEMER)  
 New York City

A contribution to the Institute of five dollars or more includes a year's subscription to *The Lookout*. Wouldn't some of your friends enjoy reading it?

## the LOOKOUT

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COVER: Spring-budding branches of trees in Battery Park soften outline of Institute tower and suggest summer days to come. Photo by Sidney Moritz.



Seaweed being harvested on the Isle of Jersey in the old days.

# sea shore harvest

by E. R. Yarham

It is not generally realized that about a million tons of seaweed are harvested annually from the shores and inshore waters of countries as far apart as the United States and Australia, Denmark and New Zealand, Canada and South Africa, Ireland and Japan. They are processed by the chemical, pharmaceutical, textile, food and fertilizer industries.

Yet the oceans' literally gigantic resources in seaweeds remain for the most part unexploited. For another little known fact is that seaweeds are the most plentiful plants. Their number is almost incredible.

In the Arctic alone there are 250 species; there are 300 on the shores of South Africa; a further 900 species in the Caribbean; and no fewer than 1200 in Australasian seas. Scottish crofters have long used seaweed as a fertilizer and, as an example of its abundance, four million tons are cast up annually along that country's shores alone.

Seaweeds are not only most abundant of the earth's vegetation, but they number among them the largest of all plant life. Many seaweeds exceed in size anything that flourishes on land. The *Quest*, ship of Sir Ernest Shackleton, the Antarctic explorer, found enormous marine forests near Tierra del Fuego, and soundings showed that some of the seaweeds were 600 feet high. There is evidence that individual plants grow to a thousand feet in length and weigh hundreds of tons.

Seaweeds are growing more and more important industrially every year, a development emphasized when the "First International Seaweed Symposium" (really a conference) met at Edinburgh. It was attended by investigators and delegates from every maritime country — China and Soviet Russia excepted.

One encouraging outcome of the conference was the grasp of the need to husband even the abundant reserves of





One of the many varieties of seaweed.

seaweed the world has. Channel Island authorities strictly control the annual cutting of "vraic" for fertilizers; Zanzibar controls collection by license and the imposition of closed periods; Japanese biologists have been experimenting with artificial seeding of the spores.

Few lay people, however, have much idea of what has been going on. Most of us have a vague idea that iodine is or was extracted from seaweed. Nearly all of us have at some time half seriously used seaweed as a barometer, or remarked upon its peculiar effluvium when washed ashore or stacked as fertilizer. And there ends our knowledge of seaweed as an economic factor.

Yet today seaweeds are entering more and more into the lives of every one of us. It was the last war that sparked off progress in the scientific knowledge of seaweeds. War made it imperative to investigate the possibilities of exploiting American and British seaweeds because Japanese supplies of agar agar (derived from seaweeds) used widely by the food industries and medicine and almost universally for bacterial and fungal cultures, were cut off.

These days seaweeds are not only being converted into human and cattle foods; they are playing an enormous part in producing all manner of vital chemicals, in the making of plastics

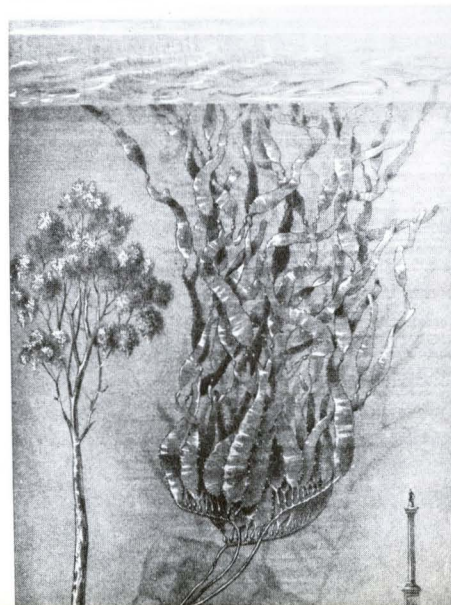
and "corrective reducing agents," or in less scientific language, "slimmers."

As aids to surgery they are in increasing demand for haemostatic powders, dusting powders, penicillin salts, a special wood invaluable for filling badly torn tooth sockets, surgical gauzes, a wax essential to successful operations on the skull, and first-aid dressings. Seaweeds now provide such diverse commodities as tooth brushes, chicken foods, and fire-proof curtains. In some countries they are recognized as essential fattening agents for important food fishes.

The United States is converting seaweeds into every conceivable commodity, from machine belts to tasty syrups, to cosmetics; India is using them as a fertilizer to increase its output of coconuts; the Netherlands is making an excellent food called "klappermeel"; and along Canada's Atlantic shores the Irish moss harvest has, over the past 25 years grown from 1.5 million pounds (sold for \$30,000) to 80 million pounds (worth \$2.3 million to the fishermen).

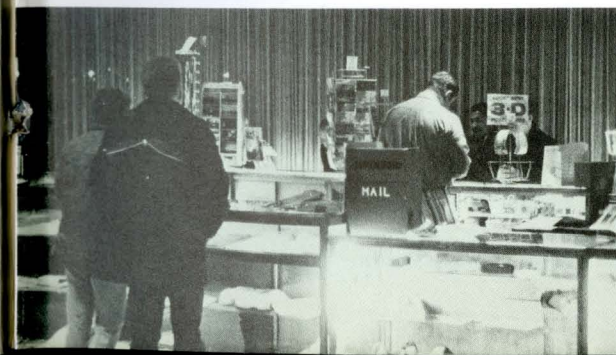
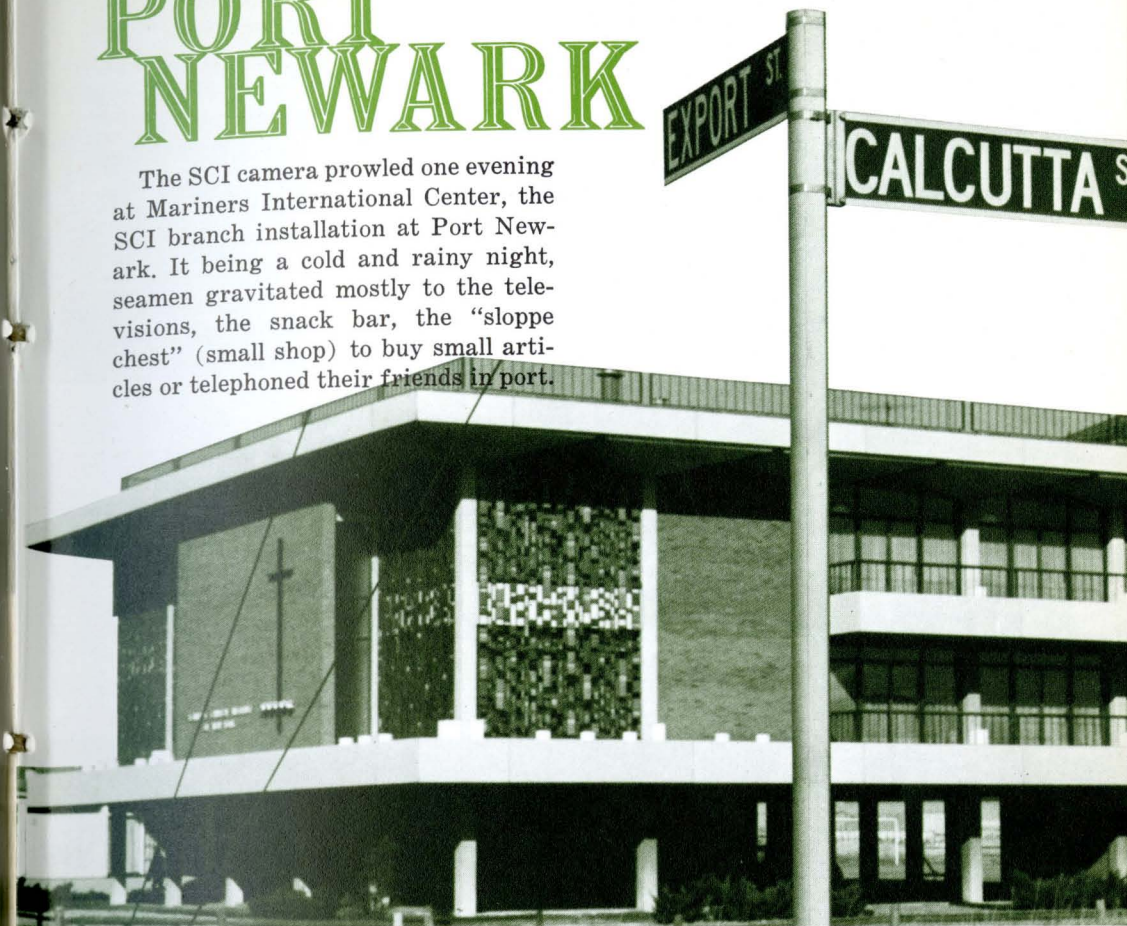
Irish moss is a seaweed looking something like parsley, and varies in color from light green to purple. Its uses are *(Continued on page 14)*

Some seaweeds near Tierra del Fuego were 600 feet high.



# PORT NEWARK

The SCI camera prowled one evening at Mariners International Center, the SCI branch installation at Port Newark. It being a cold and rainy night, seamen gravitated mostly to the televisions, the snack bar, the "sloppe chest" (small shop) to buy small articles or telephoned their friends in port.





# BARNACLE

by John Britton

Sail vessel "hove down" at pier by what is known as "careening" her, when in light trim, by use of tackles, for the purpose of cleaning the bottom of barnacles, caulking, repainting, etc. Well adapted locations were known as "careening places". Hull work on modern ships is done in dry docks.



One of the problems encountered by the first men who launched a wooden craft upon the sea is still causing costly expenditure for ship owners today. It is the ship or Stalked Barnacle.

Periodically, ships have to be dry-docked and overhauled to have their bottoms scraped to remove these unwelcome lodgers from below the waterline. For a vessel the size of the *United States*, or *Queen Elizabeth II*, such a task is enormous, with a high expendi-

ture of time and money.

Originally, men had to place their vessel on its side after hauling it on to dry land and then laboriously scrape off the barnacles. In the 18th century, French and British ship builders, as part of the process of waterproofing the wooden hull to prevent water soaking into the timber, used a composition of pitch, tallow, "train oyl" and pulverized glass, the latter to prevent ship worms and barnacles attaching themselves.

This was very important because a ship crossing a wide stretch of ocean such as the Atlantic to America or on exploration in the Indian and Pacific oceans, would collect large numbers of these crustaceans which could seriously slow down the ship's speed, and in rough stormy weather caused many a vessel to be difficult to handle or even capsize. Another later idea for metal plated ships was to cover the hull with copper, since the barnacles seem to dislike attaching themselves to this metal most of all.

In olden times it was believed that the Goose Barnacle, as it is sometimes called, was the first stage in the development of the Barnacle Goose and that the "goose" grew attached to the shell of the barnacle. The belief arose due to the fancied resemblance of the feathers of the goose to the feathery tentacles projecting from the shell of the barnacle.

The barnacle begins life as a tiny egg which changes into an organism or larvae similar in shape to that of a crab larvae, complete with eyes, a jointed body, and propelling itself by jerking movements through the water. This changes in its final stage to include mantle and heart-shaped shell, gray in color, composed of five valves and several pieces joined together by a membrane. The long, flexible, fleshy ribbed tube or stalk portion is provided with powerful muscles, by which it attaches itself to hang down in clusters from rocks, submerged logs and wreckage, pier and jetty timber uprights, breakwaters, ships, etc. So what began as a moving creature becomes permanently and immovably fixed, more like a vegetable growth than a living sea inhabitant.

Barnacles feed upon small marine creatures brought within their reach by the water currents and swept into their stomach by the curved feathery tentacles. Some of the larger species of barnacle are themselves edible. Bar-

nacles are found in all the warm and temperate seas and there are several different types which have preference to the object they fix themselves to.

Some attach themselves to whales, while another prefers the shells of turtles. A third type attaches to the undersurface of a large crab and actually penetrates the crab's body with threadlike tubes to feed upon it as well as be transported about by the unfortunate host. A clear case of biting (and killing) the hand that feeds it.

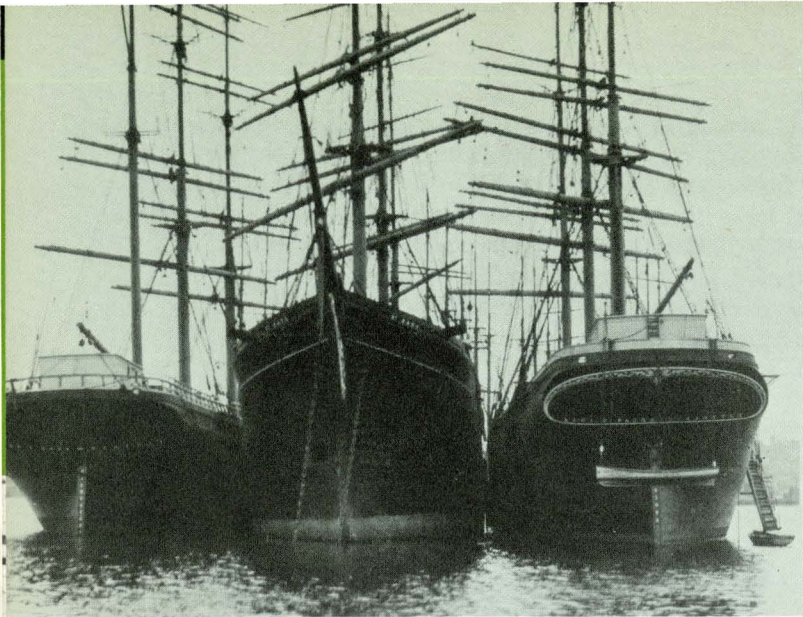
There is a possibility, however, that the barnacle may prove to be of value instead of such an unwanted pest. A different research is also taking place on the barnacle to find out more about the thin, pale brown liquid "cement" it secretes in its glands for once-in-its lifetime use when it anchors itself so firmly and almost immovably to objects.

This "cement" is thought to be one of the toughest adhesives in the world and all the more remarkable because it hardens on contact in salt water within fifteen minutes and lasts until the creature dies or is destroyed. In tests carried out with barnacles in sea water, they attached themselves to such hard-to-stick-to slippery or smooth surfaces as mica, polished glass, stainless steel, plastics, and metals coated with non-stick preparations with an adhesive strength of 221 lbs. per square inch.

Scientists, in their search for new durable adhesives and glues, believe that if the formula for the barnacle's "cement" can be discovered so that it can be artificially made, it will prove to be a superior adhesive for use in household or industrial gluing tasks where this has to be done in damp or wet conditions.

One suggested use medically is in tooth fillings. Another possibility being investigated is, instead of making the "cement" artificially, whether the barnacles themselves can be harvested and the natural "cement" secretion extracted from them.





The 1920's found many vessels laid up. These three "Down-easters" are shown at anchor in Lake Union, Seattle.

# THOSE WONDERFUL DOWN EASTERERS

by Gordon P. Jones

They followed on the heels of the clippers — those shortlived, fully-manned and hard-driven beauties which cut the time to the gold fields of California and discouraged the slower travel across Indian-infested plains.

The "down-easters" came just after the emphasis swung from speed to carrying capacity. Goods had to be delivered to our west coast from the manufacturing centers of the east and anything arriving in San Francisco in under four months' time had to go by water.

The water route lay westward around Cape Horn, where waters of both oceans met to form the roughest, most hazardous sailing conditions to be found anywhere.

The currents, the winds, the icebergs in the south latitudes and the dirty, gray weather all combined to make Jack Tar thankful to be alive and walking the streets of sunny San Francisco some weeks later.

As proof he had come through it alive and had safely rounded "Cape Stiff," he struck a course to the nearest tattoo artist who would oblige with a star on the back of the hand. It was known among sailors as the "Cape Horn star."

The down-easter was a type of square-rigged vessel developed to meet the demands of this ocean cargo trade in which not speed, necessarily, but carrying capacity was the prime requirement.

The growing communities out west needed sewing machines, shoes, textiles, oil, hardware of all kinds, furnishings and general cargo *ad infinitum*. This called for larger vessels, yet ships with a fairly good turn of speed. Whereas the out-and-out or extreme clippers with, say, two to three hundred passengers at \$300 per head, could pay for themselves in a single passage to California and need not be much over 1,000 gross tons, the half or medium clippers — the down-easters — often ran over 2,000 tons.

So they were big ships for their day and, though primarily heavy carriers, were anything but ugly. The clippers before them had been famous not only for their speed ("Whoopie, California in under 90 days!") but for their beauty as well. Even the foreign press of the time condescended to praise both virtues and consequently it is not surprising that the builders of the down-easters tried to carry forth these two factors in the larger vessels.

History shows that both builders and ships met and satisfied the challenge. Lessons in structural design learned in the clippers benefited these later vessels and they were better ships for it. Fittings on deck and aloft had improved also, thanks to the clippers.

The building of ocean freighting ships declined after the depression of 1857 and it was not until after the Civil War that a slow recovery began. New York and Massachusetts had to bow to Maine as the new center of shipbuilding and vessels of more than 190 feet in length and of a superior class began to emerge.

These down-easters were fuller ended than the clippers, were large and well finished and in most respects represented the highest development of the seagoing merchant ship. Although large carriers, they had lines that permitted quick passages on occasion. They had relatively smaller sail plans than the old clipper ships, but with their larger average size and greater power to carry sail, were nearly as fast on long voyages as the more extreme ships of the 1850's.

The down-easter remained supreme in the American merchant marine until well toward the end of the 19th cen-

tury when economic depressions, not to mention the competition from the steamships, took their toll. The vessels themselves, being barks or full-rigged ships, required fairly large crews, making for expensive operation.

In the early 1900's, many of these fine vessels found their way into the west coast lumber trade or the Alaska cannery trade, sailing under to glory, or finally following a towline as a lowly barge.

These last "wooden walls" of our merchant fleet were indeed wonderful, never-to-be-forgotten vessels which flew the Stars and Stripes proudly at their monkey gaffs.

This was not always rosy, so far as Jack Tar was concerned, for the vessels often sailed short-handed in their last years, driven desperately by officers who often refused to admit the end of the road was in sight for the wind-driven ship on the high seas.

None of these wooden down-easters are afloat today; they have all gone, and it was a sad day indeed when the last one was scuttled as a breakwater in the early 1940's.





"Darling, let's ask the Captain to marry us!"

The scene is the moonlit deck of a luxury liner or a beautiful ocean-going yacht.

This rhapsodic situation has been used many times in movies and as long as it remains in the world of Hollywood make-believe, marriage aboard ship is wonderful but, girls, for practical and legal purposes — get yourself to a church on time!

A marriage on the high seas can wind up on the rocks of legality and that pertains to all shipboard nuptials on all vessels flying the American flag, and most foreign flag vessels as well.

The master of a vessel knows navigation, labor relations, marine insurance, cargo handling, automated bridge consoles, nuclear propulsion seamanship and any number of subjects that make him the master of all he surveys aboard his ship, and although he knows how to tie all kinds of knots, the one knot that will give him trouble is the nuptial knot!

The popular belief that the master of a merchant vessel whether it be cargo, passenger or other, has the authority to solemnize a marriage ceremony on the high seas is generally universal. But, the captain's authority has been questioned and in the cases where courts have upheld the validity of deep-blue-sea marriage, it has been on the basis of a common-law marriage.

Laws of the various countries govern domestic relations of persons on board a vessel on the high seas, and if the vessel flies the flag of a country which is a union or confederation of states, such as the United States of America or the Dominion of Canada or the Commonwealth of Australia, the proper law is that of the *home port* of the vessel.

A note of warning is sounded by Artz in "*Marine Law*." He writes "merely because Congress requires the log en-

# Captain! Don't Tie That Nuptial Knot!"



by Commander  
Harry P. Hart, USNS

try of every marriage taking place on board with the names and ages of the parties, it does not mean the master is given the grant of authority to solemnize marriages."

A veteran shipmaster told of his experience when he married a couple on the deep blue sea. Captain Niels A. Nielsen, now retired after many years on the *SS Cristobal* of the Panama Canal Company, tied a nautical knot when two passengers requested that he unite them in matrimony.

"I agreed," he reminisced, "and then I proceeded to solemnize the union. At least, I thought I did and the entry of the marriage was duly recorded in the ship's log. Since they had adjoining staterooms and I had pronounced them man and wife, the next thing I did after congratulating them was to present them with the key to the connecting door of their staterooms."

Captain Nielsen added that he also advised them to seek a clergyman ashore and be married again in order to make certain they were legally wed. He continued, "I thought that was the end of the shipboard ceremony and it was until I returned to our home port. There I was told by company officials, in no uncertain terms, never to utter 'Do you, so and so, take, so and so, to be your wife?' That was my first and last nuptial knot tied on the high seas."

Captain Charles Reilly, master of the *Independence* of the American Export Isbrandtsen Lines had this sign on his desk; "Marriages performed by the master of this vessel are good for the duration of this cruise only." Needless to say, he did not get any takers.

Netherlands maritime law permits the captains of the Holland-America Line to perform weddings at sea, but an official for the company remembered that only once in the past twenty-five years has a skipper exercised his authority under Dutch regulations.

"It would have to be a most unusual

situation or an emergency" explained the Holland-America Line spokesman. One example of an unusual situation can be found in a case where a couple from the Netherlands was going to live as man and wife in Africa.

Since the law of the Netherlands recognizes shipboard marriage, here is one instance where the validity of the marriage could not be questioned.

French Line had a firm "*non*" when asked if their captains could perform weddings; thereby demonstrating that while the French are romantic they are also very practical.

The Belgian Line was also emphatic in answer to the query. "Not since World War II has this been done," was the reply.

Skippers aboard Italian ships will marry a couple but "only in an extreme emergency."

"If one or the other were seriously ill and both requested the wedding then it would be considered an emergency," said one Italian captain.

Cunard Line has a stern dictum for her British captains . . . "marriages shall not be performed by Masters aboard ship!"

The United States Lines has issued implicit instructions to the masters of their ships. "The order is simply this," a spokesman for the line stated, "Do not perform a marriage ceremony aboard ship!"

But don't think U. S. Lines is against romances and matrimony. A couple was united in a ceremony aboard the *United States*, but the wedding was performed by a rabbi and the ship was tied up to her pier in the North River in New York City.

Furthermore, a legal marriage can be performed on the high seas but the couple had better conform to the laws of their state and bring along their own licensed clergyman and make sure a round trip ticket is provided for the priest, minister or rabbi!



(Continued from April Lookout.)

## TROUBLED WATERS

by *Glynn Mapes*, Staff Reporter of *The Wall Street Journal*

Dumping of oil in the sea may also be creating a new risk of cancer in man. Some crude oils contain compounds that tend to produce cancer in animals. Researchers, for example, have already found a high incidence of cancerous tissues in certain types of fish taken from the oily waters of Los Angeles Harbor. Fish and shellfish that are eaten by man can ingest these oils. Hence, Mr. Blumer and other scientists speculate that chronic oil pollution may be leading to accumulation of cancer-causing agents in human food.

Three years ago, alarmed over the growing amount of oil in coastal waters, the Coast Guard began a regular schedule of flights by helicopter and airplanes to search out oil slicks and report polluters. Pilots logged 2,000 hours in such patrols last year. The Coast Guard has jurisdiction over all vessels within the three-mile limit and some limited powers beyond that.

One problem faced by the patrols is that ships that deliberately discharge oil often do so at night or during periods of low visibility to avoid detec-

tion. To combat this, the Coast Guard is developing an electronic sensing device that will aid pilots in spotting oil slicks even in pitch darkness. If the slick is trailing behind a vessel, presumably the pilot could identify the ship and lodge charges against the owner or master.

Yet even in broad daylight, oil surveillance patrols aren't a cure-all — as is indicated by a recent Coast Guard helicopter flight over New York Harbor. During this 90-minute patrol, the pilot, Lt. (JG) Ray Wirth, and a reporter who occupied the co-pilot's seat easily spotted six different oil slicks drifting rainbow-hued in the bright sunlight. But, as it turned out, none of the sources of the pollution could be positively identified.

In fact, Lt. Wirth didn't even report four of the slicks. To have done so would have been pointless since they were floating far from any conceivable source. (Had the slicks been large enough to require clean-up, he would have radioed word to his home base.)

The two spills he did report were lo-

More than two million gallons of crude oil escaped from the two sections of the derelict oil tanker *Ocean Eagle*, which ran aground and broke in two, at the harbor entrance of San Juan, Puerto Rico on March 3, 1968. The entire harbor and resort beaches were coated with the "black gold."

cated near possible sources. One was floating alongside a Liberian-flag tanker moored at Bayonne, N.J. The other was located near a Lever Brothers Co. plant on the west side of the Hudson River. (A Lever Brothers spokesman said later that the plant, which makes detergents, soaps and Spry shortening, has occasionally had trouble with oil leaks but that there was no record of a spill that day. He theorized that the oil may have drifted downstream from some other source.)

However, by the time Coast Guard boats reached the scene of the two spills, the oil had drifted away. Hence, no charges were filed.

"It's very frustrating," the young Coast Guard pilot said after the flight. "There's oil all over, but we can't seem to do much about it."

Even when the Coast Guard has the evidence to take a suspected polluter to court, it isn't clear what Government agency should press the charge. The Interior Department's Federal Water Pollution Control Administration is the official pollution control agency, but its powers are limited by a 1924 law that gives it authority only over spills resulting from "gross negligence"—which is tough to prove. As a result, the Army Corps of Engineers has had to act under an 1899 law that prohibits the dumping of refuse into navigable waters.

Two bills currently before Congress — one in the House and one in the Senate — put considerably more teeth into water pollution laws. But shipping interests are bitterly opposing one feature of the Senate bill, the stronger of the two measures, which imposes unlimited liability upon shipowners for oil spills due to negligence. They contend it will be impossible to get marine insurance unless the liability has a fixed limit.

There's also a move afoot to

strengthen an existing international convention designed to limit oil pollution on the high seas. Currently, the convention allows ships to discharge oil wastes when more than 100 miles from land. Proposed amendments, which require ratification by member nations, would prohibit dumping of oil anywhere in amounts greater than 16 gallons per nautical mile. However, it's widely recognized that enforcing the convention is practically an impossible task.

For its part, the oil industry is earmarking considerable sums of research money to come up with better ways to clean up oil spills. The American Petroleum Institute, an industry trade group, has encouraged the formation of "harbor cooperatives" in more than 50 U. S. ports. These are volunteer groups of oil industry concerns that pool resources, purchase equipment and establish contingency plans for the quick recovery of spills in their harbors.

In addition, oil company-owned tanker fleets and the larger independent tanker operators a few years ago voluntarily adopted a new method of washing cargo tanks that's designed to keep much of the oil residue on board. It works like this: The contaminated tank washings are transferred to a slop tank instead of being pumped overboard. Then, when most of the oil has floated to the top after 36 hours or so, the relatively clean salt water is pumped over the side. The sludge that remains is consolidated with the next cargo.

Had this new method, known as the "load-on-top" technique, not been adopted, tank washings would add at least 2.1 million tons of petroleum to the sea each year, Shell Oil estimates. But the method has gained wide acceptance and, in fact, has cut that potential pollution by 80%, Shell maintains.



Others aren't so sure. Rear Adm. Roderick Y. Edwards, chief of the Coast Guard's office of public and international affairs, agrees the load-on-top technique has made an "appreciable contribution" to reducing pollution. But he doubts it's 80% effective.

For one thing, Adm. Edwards says, heavy weather often prevents oil residue from separating from the seawater. Also, tankers that don't carry the same type of cargo each trip usually can't save residues from one cargo without contaminating the next one. Finally, he says, masters of many small, independently operated tankers continue to pump the oily washings overboard simply because the load-on-top technique is too time-consuming and bothersome. "A lot of people are still doing anything they can get away with," he adds.

Oil companies and chemical makers are marketing a variety of detergents that destroy the cohesiveness of oil, thinning it into tiny particles that can be more easily disposed of by bacteria and other natural forces. Increasingly, however, the value of these chemicals is being challenged.

Reprinted from The Wall Street Journal, November 26, 1969

## sea shore harvest (Continued from page 4)

astonishing. In the food processing industry it is used by the makers of chocolate milk, minute breakfasts, ice cream, sherbet, pie fillings, confectionery, beer, desserts, salad dressings, fruit syrups, flavorings, icings, and jellied poultry and fish soups. In other industries it is utilized in insect sprays, water-base paints, inks, cloth-sizing, paper-sizing, thread-sizing, shoe stains, shampoos, ointments, emulsions, tablets, finishing leather, graining leather, some printing processes, cosmetics and dental impressions.

In Japan, China, Hawaii, and in the Old World, in Wales and Ireland, sea-

For example, it's widely agreed that the two million gallons of detergents sprayed on the *Torrey Canyon* spill killed far more marine life than did the oil itself. Since then, "nontoxic" detergents have been developed. But some scientists contend that even these supposedly harmless chemicals are quite dangerous. Since they're designed to disperse the oil into the sea — and hence get it off the surface—the chemicals in effect force-fed the toxic oil to marine animals that might not otherwise be affected, it's believed.

Relatively small amounts of chemicals were applied to the Santa Barbara spill. When the slick eluded booms and other mechanical devices designed to contain it at sea, it was decided to let the oil float ashore, where it could be scooped up by bulldozers and absorbed with straw. This devastated the beaches for months and cut deeply into the area's tourist business. But, according to researchers who are studying the spill, the strategy worked. The high mortality of marine life that occurred in the *Torrey Canyon* spill was avoided — with the exception of seabirds, which died in large numbers.

THE END

weeds have long been used for food. And if an experimental seaweed banquet prepared recently in a Wisconsin town is anything to go by, its inherent possibilities are greater than most realize. At that meal nothing but dehydrated seaweed was served — seaweed fried, seaweed purée, seaweed roast, seaweed devilled, and in many other guises.

Scientists have suggested that algae, in other words, seaweeds, could play a big part in future space menus. It has been established they can be successfully grown in rockets.

# HOBO



The affinity of seamen and cats is a well-known phenomenon tracing back from first recorded history. It is not surprising, then, that one "Hobo" should instinctively know he has many seamen friends in Manhattan — at the SCI.

"Hobo" is a male cat who lives in the general Battery Park area — just where, no one really seems to know. Some conjecture he may be one of the cats abandoned when old buildings in Lower Manhattan were demolished. Because he is sometimes found drowsing on the entrance steps to the Insti-

tute or occasionally in the sheltered SCI foyer, some visitors to the building think he is the SCI "mascot".

SCI doesn't have a mascot — animal or otherwise. The Institute administration feels that such a thing could get out of hand. There have been instances where seamen have logged in with a gold-fish or canary, maybe, and in such a case the management hasn't raised a fuss, especially if the seaman will be leaving the next day or so. But any other type of pet is forbidden.

On one occasion, someone—a visitor, naturally—evidently let Hobo slip into the building one inclement night. In the morning, one of the building maintenance people found Hobo fast asleep in a chapel corner.

Maybe he found the sermon dull and not sufficiently *catalytic* from a feline point of view.

Hobo has become quite well known to SCI visitors, particularly those patronizing the dining room noondays. The passersby frequently stop to stroke him before entering the building and to hear his responsive purr. One such visitor, a lady, noticed one day that Hobo's ears had been injured and torn, maybe as a result of a love triangle involving a lady cat and another Tom.

She immediately sought out a veterinarian — another woman, it so happened — who provided, at no cost, an antibiotic with which to heal the animal's wound. An SCI restaurant worker mixed the medication in Hobo's food whereupon Hobo left for parts unknown, to later reappear with the ears healed.

Hobo should be informed that some members of the Night Watch Association of SCI's Women's Council, who do volunteer work for the Institute, have him under general surveillance and have provided a cache of canned food for his refreshment — "if he comes to the Institute and seems hungry."

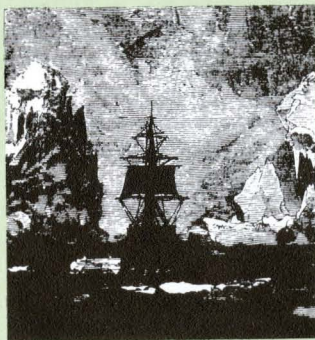
—HGP



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## **ENOUGH**

The sea is dull in the fog,  
Like an old pottery bowl,  
A powder-blue bowl  
Full of froth.  
All around is fog,  
Gray-white fog pressing down,  
Licking the sides of the boat  
And leaving them wet.  
We, in a circle of sea,  
A small circle cut from the fog,  
Are a floating island  
Where nothing is,  
Only ourselves  
And the powder-blue swells  
And the fog.  
This is our world today,  
And it is enough.

*Nina Willis Walter*