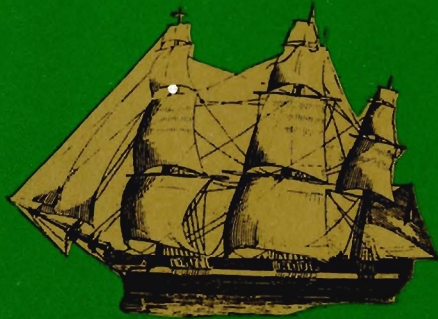


The LOOKOUT

FALL/WINTER 1986



EDITOR'S NOTE

One of the bright spots of the Institute's summer was the annual Summer Seminar program. Five uncommonly bright, energetic and dedicated interns participated in the program (whose reputation has grown by leaps and bounds among divinity students since it began 7 years ago). They learned a great deal and gave even more of themselves. We thank them all for their work on our behalf.

Unfortunately, these students also encountered one of the more troublesome and growing aspects of our work: errant ships. These vessels are usually the enterprise of marginal owner/operators who for various economic reasons elect not to honor their employment contracts with their crew or in the worst cases, simply abandon the ship and crew to the forces of fate in some far flung port. The story of the *Protagonist* in this issue tells how port chaplains are trying to deal with the problem.

On a much more positive note, we are pleased to observe that more and

more Japanese automobiles will be arriving to our ports aboard US flag carriers. This was no easy achievement. It took the cooperation and support of the many parties involved, but for US merchant shipping, it could truly be a window of opportunity.

We are also pleased to introduce you to a long-standing friend of the Institute, Miss Katharine de Berkeley Parsons. Her independent spirit and life in the Canadian woods provides a subtle lesson in values for us all.

We've also included a nautical desert that you may want to introduce to family or friends during the holidays; and for the children (and young at heart) there is a brief story on the origins of many of our most beloved Christmas carols.

Last but certainly not least, we thank you for your interest and loyal support during the past year and wish you peace, joy and happiness during the holiday season and throughout the year ahead.

As always, we welcome your comments.

Carlyle Windley
Editor

The LOOKOUT

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SCI's SUMMER SEMINARIANS

Ten weeks on the waterfront sharpen the skills and insights of students working with seafarers calling on the Port of New York & New Jersey.



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US FLAG SHIPS TO CARRY JAPANESE CARS TO AMERICAN MARKETS

For the first time, fully-assembled Japanese cars will be shipped to the United States aboard US flag carriers. Central Gulf Lines Chairman, Niels W. Johnsen tells how this was accomplished and the opportunity it provides.



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MEET KATHARINE de BERKELEY PARSONS

She may be a Manhattanite but every summer, for nearly 50 years, Miss Parsons' love for nature, salmon fishing and the simple life has lured her to a special spot deep in the Canadian wilderness.



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THE PORT CHAPLAIN NETWORK

How and why port chaplains in the US and around the world have united to deal with errant ships.

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SCI'S SUMMER SEMINARIANS: REALITY AND PASTORAL INSIGHT

Twenty-four students applied to be members of the Seamen's Church Institute's Summer Seminarian team in the Spring of '86. Five were accepted based on their abilities; especially language skills, explained the Rev. Barbara Crafton, who supervises the program for SCI.

Though the summer program is put to practical use by SCI—having the seminarians aboard enables SCI to expand its shipboard visitations—the program is structured primarily with an educational focus.

"It is one of the best summer field opportunities for seminary students in the country," Chaplain Crafton maintains. "Certainly, it is uniquely meaningful.

"By the time the Summer Seminarians are through with the ten week program, no pastoral call should ever seem threatening to them, and this, of course, will be of tremendous value to those who do become ministers," she adds. Chaplain Crafton, who is also a port chaplain and program director for SCI's Port Newark Seamen's Center, notes that one of the seminarians' chief duties is to visit with seamen aboard ships arriving in the Port of New York/New Jersey.

The Summer Seminarian group this year was the largest since the program was launched seven years ago. But size wasn't the priority when she was organizing the 1986 program, noted Mother Crafton, who became head of SCI's Summer Seminarian activity in 1985. "We wanted to achieve cultural and ethnic diversity within the seminarian group, with a particular emphasis on having Asians among those chosen—and we were able to do just that," she said.

All of the interns' backgrounds included some theological studies, but the collective experience brought by the seminarians provided the much sought after diversity because it included journalism, counseling in a psychiatric hospital, graduate work in physics, and ministerial functions. In addition, two members of the team were from Korea. Overall, three of the group were first-

year seminarians; one was in her second year, and another was a minister.

"Having group members who are of Asian extraction is important," Chaplain Crafton explains, "because the ethnic composition of seamen as a group has changed significantly in the past several decades. Most are Asian with another thirty percent being Korean and another thirty percent of Philippine extraction.

"The Asian seminarians helped to assure that we would be able to open more lines of communication with about 60% of the seamen we would likely be visiting," Mo. Crafton says. "They also

brought cultural insights into the group's knowledge that otherwise we simply wouldn't have had," she emphasizes.

The Summer Seminarians participate in the regular work of the Institute—they help operate SCI's Seamen's Telephone Center at New York's Passenger Ship Terminal, work on seafarers' legal rights, and meet with the seamen at SCI's New Jersey Port Newark Center.

But visiting seamen aboard ship and at SCI's Port Newark Center is a major element of SCI's Seminarians'

PROFILES...



Prudence-Angela Robinson
A 1973 graduate of Cornell and a 1975 graduate of the Columbia University Graduate

School of Journalism, Angela Robinson has just completed her first year at Union Seminary in New York. She was a journalist for *Newsday* and *WOR-Radio* in New York.



Suk Jong Lee
Suk Jong is a native of Korea who became an American citizen in 1978. She entered her third year at Princeton

Theological Seminary in the fall of 1986. Her undergraduate degree from Queens College was in chemistry, but Suk Jong has worked in a variety of church settings, most recently as chaplain/intern at Trenton Psychiatric Hospital.



Michael Musolf
Mike is another intern who came to ministry in a roundabout way: he is a graduate student in physics at

Princeton University. A postulant for Holy Orders from the Episcopal Diocese

of New Jersey, Mike has completed a year of intern work at a parish and expects to enter seminary after his physics doctorate is completed.



Soon-Hwa Sun
Soon-Hwa, a Presbyterian minister, is a doctoral candidate at Drew University. She has been a

industrial chaplaincy intern in Seoul, Korea. Soon-Hwa converted to Christianity as an adult after she arrived in the United States, and it was in America that she felt a call to the ordained ministry and went to seminary. Her doctoral studies are in the area of religion and society.



Randall Page
Randall is a native of North Carolina and a graduate of Wake Forest University. He has recently

completed his first year at Union Seminary in New York. A Baptist, his church experience includes a recent stint as director of the tutoring service at the Riverside Church.

program. The students invest a lot of time in this activity and bring considerable emotional and intellectual resources to it.

"We call the docks in the morning to see what ships have come in and then we schedule visitations, dividing the work up among all of us," explained Michael Musolf, one of the seminarians. Suk Jong Lee, another of the interns, noted that the work load usually averages between four to seven visits a day. "We do some counseling," she said, "but we do much more listening, and provide an attentive ear and understanding." Picking up on this, seminarian Soon-Hwa Sun said that the Asians she visited "feel good about my being Asian. At times, they talk to me as if I were family."

To hear all the program interns tell it, their visits with seamen aboard ship and in the Center were among the most meaningful experiences they had, even though they all recognized that the visitation program environment is not the ordinary pastoral climate.

Visiting daily with seamen whose ships are berthed for hours or days in the New York-Newark port areas may not seem like the right type of experience for a group of young student seminarians, especially those hoping for an urban or suburban ministry.

"However, despite the obvious differences between shoreside workers and seafarers, the Summer Seminarian program can be profoundly just the right sort of experience for anyone preparing for the ministry," Chaplain Crafton says. She notes that it both toughens-up and sensitizes them to the needs of other people. "In a previous program," she continued, "a participating student came to me and broke down and cried after a seaman had told of some deep personal problems during a visit. But, in a few weeks the experiences of the visitation program toughened-up the the seminarian. It didn't make him callous, but it gave him perspective, more skills, and the faith to deal with the problems of people in trouble."

Seafarers, as seen through the eyes

of the Summer Seminarians, are not your average worker—punching in at 9 a.m. and going home at 5 p.m. Many of them are lonely and depressed no matter what their country of origin," noted Prudence Angela Robinson, one of this year's interns. "Often, seamen are overwhelmed by the job and the long work hours," said intern Randall Page.

Ms. Robinson and Mr. Page worked as a team during the program, going to the union hall, doing seafarers' rights work, and researching the rules of ship manning agents. "These agents," they explained, "sign up many of the seafarers for work on ships throughout the world, and although not all are involved in unethical or illicit practices, some play both sides of the fence: they take fees from the owners and the seamen."

Ms. Soon-Hwa Sun emphasized that most of the seamen with whom the seminarians visited had at least one thing in common, all were away from family and home—influences for months at a time. "The nature of their work cuts them off from the social and human supports most of us rely on," she added, "and their work environment is impersonal." Ms. Sun has done doctoral work in the area of religion and society.

As a matter of fact, after they were well into the program, all of this year's seminarians said that it had helped them understand and deal on a one-on-one basis with people who have difficulties.

"Frequently, the challenge is just to establish a rapport with the seamen so that we are useful in a pastoral sense," Mr. Musolf said. He expects to have a congregation some day. Mr. Page highlighted the insights that emerge from the Summer Seminarian program. "You gain an awareness that would be invaluable to anyone doing a chaplain's work," he said.

Ms. Robinson, who has worked as a



Chaplain Crafton

journalist and was a nun, said her earlier experiences and those derived from the summer program had strengthened her desire for the ministry. "I would like to be a priest in the Episcopal Church," she said, "and work as a missionary in Africa." In a similar vein, Ms. Lee said she would like to work with people in a

parish ministry. "Jesus worked with people and took his ministry to them," she observed.

Ms. Sun said she wants to return to Korea and work in parish ministry, or teach, and she believes that her experiences as a Summer Seminarian has changed her outlook. Increasingly, she has come to see people as products of their culture who, nevertheless, still show their humanity and offer kindness to others.

"As well," Mr. Musolf explained, "we met some incredibly beautiful people—and this goes to the heart of the Christian ministry. We have found that people who have a hard life still are able to love and have relationships. In these, we meet the image of God, even though it may be difficult to keep that image in our minds."

The pain to which the seminarians often are exposed is very real, Mo. Crafton acknowledged. Some of the tensions that the seminarians experience are relieved by group talk sessions in which they report on their visitation program experiences. The lessons and feeling of one group member is shared by all, and can be used as a learning tool."

Chaplain Crafton also emphasized that "ministers who can't deal with people and their pain should consider looking for other work. The reality is that congregants should be able to depend on the warm presence and strong counsel of their ministers. This program helps its participants achieve such capabilities."

- Arnold Workman

US FLAG SHIPS WIN CONTRACTS TO CARRY JAPANESE CARS TO AMERICAN MARKETS

"C all it a modest breakthrough," suggests Niels W. Johnsen, Chairman of Central Gulf Lines.

The head of the \$180 million CGL was alluding to the recent contract under which his company and two other American flag carriers will transport up to 150,000 fully assembled Japanese cars a year to American markets.

Japanese automobile manufacturers, Mr. Johnsen notes, have been exporting

some 2.3 million cars a year to the US. Of this total, Japanese owned or controlled carriers, have lifted the lion's share—about 90%.

Central Gulf's contracts are two of four long-term agreements signed recently by the American flag carriers with the major Japanese

automobile manufacturers, Toyota, Honda and Nissan. Under its contract, Central Gulf may carry annually some 30,000 Toyotas and up to 45,000 Hondas to the US, including service to both the West and the East Coasts.

The US-Japan automobile shipping contracts—modest or not—are a hard-fought-for start in cracking what has been a near impenetrable market for US flag vessels, the Central Gulf Chairman explains. He indicates, too, that it succeeded because of support by the federal government and the cooperation of maritime unions.

CGL is building two ships in Japan—one to fill the Toyota contract, and the other for the Hondas. The shipping line will draw on its body of experienced officers to operate these

vessels, and expects the seamen provided by the American unions to be experienced, as well. Not only have the American shipping unions hailed the pact between the American shipping company and the Japanese automobile manufacturers, but also have backed up their enthusiasm with firm commitments. "We have a no-strike pledge for these vessels," explains Mr. Johnsen.

"CGL hopes," he adds, "to increase its share of this market by demonstrating reliability in terms of on-time schedules and a strong safe-carry record. We aim to convince the Japanese that US ships and seamen can do as good a job, or even better, than their own third-flag ships."

Central Gulf was one of 10 or so American carriers that bid on the contracts. "Our negotiations extended over a year," Mr. Johnsen says, "and they included discussions conducted through our Japanese agent as well as face-to-face talks by top CGL officials with both Toyota and Honda spokespersons." He notes that he made several trips to Japan before the agreements were signed.

Mr. Johnsen recognizes that support by both the Administration and the Congress carried a lot of weight in encouraging the Japanese automobile manufacturers to award shipping contracts to US flag vessels. He also points out that earlier this year, Rep. Walter B. Jones, Chairman of the Merchant Marine and Fisheries Committee, held hearings on a proposed Equitable Automobile Transportation Act. This measure would require that the same number of Japanese cars shipped to the US in Japanese vessels be shipped to the US in American flag vessels. Commenting on the Toyota-Central Gulf Lines contract, Representative Jones described it as putting "our

foot firmly in the automobile trade door."

Under its contracts, Central Gulf Lines is building the two major car transport vessels in Japanese shipyards, and both will be roll-on/roll-off ships. Their total cost has been estimated at some \$50 million and they are being financed privately. Both will be registered in the US and will employ American crews. Technically speaking, though, they will be operated by or chartered to Japanese shipping companies.

Both car carriers are expected to be in service by the Fall of 1987. The ship that is being built to lift the Toyotas will be able to carry about 4,660 cars on each voyage. It will be 170 meters long, 32.8 meters beam and has a designed draft of 8.7 meters. It will be 49,000 gross registered tons.

CGL's Johnsen rattles off the numbers describing what will be his firm's new car carriers with such matter-of-factness that the descriptions belie the ships' mammoth dimensions. Neither their concept or their design is novel, he explains. As a matter of fact, the Japanese yards that are building them have built others like them. Nevertheless, just a bit of thought brings the realization that these are the equivalent of the petroleum industry's super-tankers. And their super efficiency is a "given," he indicates.

The ships' design will allow the cars to be driven directly into the ships' holds, and it is estimated that each can be loaded and unloaded in 24 hours. A finer mathematical estimate breaks down the pace to one car every 12 seconds.

When these ships go into service, it will be the first time that unboxed automobiles will be lifted by American carriers to US shores. They are expected

to make at least six round trips each year. Mr. Johnsen explains that his ships, and those of other lines, have carried disassembled Japanese cars being sold in the US. "But our inability to obtain contracts to transport the completed vehicles seriously reduced this market for us," he points out.

Central Gulf Lines is a wholly owned and principle subsidiary of the International Shipholding Corporation, which also is headed by Mr. Johnsen as Chairman.

CGL has the largest LASH fleet in the world, including some 1,400 LASH barges. Mr. Johnsen says that this fleet is the result of the company's program to achieve a high degree of efficiency in caring unitized and palletized cargo, dry bulk and bulk liquids, bails, heavy lifts and even odd-sized pieces. He notes that CGL LASH ocean vessels carry up to 89 LASH barges and some of them operate a fortnightly service to inland and coastal ports in the US, the United Kingdom and Europe.

In pioneering the development of roll-on/roll-off automobile carriers for the Japanese trade, CGL, Mr. Johnsen indicates, is continuing the type of operations designed to keep the company competitive in special segments of the ocean shipping market that, generally, is still suffering from a long-term recession.

In spite of the demands of business, Mr. Johnsen makes time for civic responsibilities. One in which he takes special interest is the Seamen's Church Institute of New York and New Jersey. He has been a member of its Board of Managers since 1976 and currently serves on its Executive, Development, and Maritime Training Committees.

- Arnold Workman

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An artist's conception of the car carrier being built for Central Gulf Lines, Inc., by Mitsui Engineering and Shipbuilding Co., Ltd. To be delivered in fall of '87, she will be named the Green Bay and will have a carrying capacity of about 4,000 automobiles.

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Niels W. Johnson

 **CENTRAL GULF LINES**

MEET KATHARINE DE BERKELEY PARSONS



Miss Parsons at her fishing camp.

Except for the generosity and constancy of its many friends, the Institute could not have prevailed in its century and a half mission to the world's seafarers.

'Constancy' is the word that comes to mind when one considers Katharine Parsons' friendship for the Institute. For sixty years she has been a steady supporter and an advocate of the good work done in the Institute's name.

Sixty years. Think of it. Calvin Coolidge was in office when Miss Parsons made her first gift to the Institute in April of 1926, ten presidents ago. The Institute was flourishing in its South Street location. It was the age of the great ocean liners, the *Mauretania*, the *Bremen* and the *Leviathan*. There were still square-riggers to be seen in New York harbor, and the maritime industry held sway in lower Manhattan.

Although Miss Parsons is a native New Yorker and passionate about the sea and ships, fishing is her first love. It is thus that her heart has its true residence in a fishing camp of her own making on the Upsalquitch River, a four mile canoe trip from the nearest road, in the wilderness of New Brunswick Province, Canada.

Since marking the site for her camp some fifty years ago, she has spent virtually every summer there fishing for salmon in splendid isolation from the luxuries that make today's civilized world so hard on the nerves and sensibilities. Among the "conveniences" she takes leave of each June are electricity, the automobile and the telephone.

With respect to essential utilities, a system of barrels and pipes which she engineered supplies fresh water to the cabin she calls home for the summer months. An ice house, filled with blocks cut from the Upsalquitch in the dead of winter, serves the cause of refrigeration. Oil lamps illuminate the interiors of the camp in the evening hours.

Over the five decades of fishing in her New Brunswick camp, Miss Parsons has caught more than 600 Atlantic salmon, many of them with salmon flies of her own design and construction. Her favorite is a fly she calls the "Fuzzy Wuzzy," an example of which she keeps close at hand and ready for exhibition in her Manhattan apartment.

A veteran of many ocean voyages, Miss Parsons observes that the most pleasant and memorable were those on board merchant vessels, "slow freighters which virtually plow the seas with their heavy cargoes."

When given the choice, Miss Parsons would elect to take the slower of the two vessels bound for the same port. "One of my favorite trips was a freighter voyage from New Zealand to London." And why was this trip so pleasurable? "Because we were at sea for such a long time. It was delightful."

When Miss Parsons returns to New York from her fishing or her travels, she is quickly engaged by the demands of a host of philanthropic concerns, including her church and Roosevelt Hospital, where she serves as a trustee and volunteer.

Miss Parsons candidly admits that she cannot recall exactly how she first came to know the Institute. She suspects, however, that it was her father, H. de Berkeley Parsons, a civil engineer, author and, for many years, Chairman of the Race Committee of the New York Yacht Club, who made the introduction. While the archival documentation has not been located at this writing, it would appear that, for the Parsons', friendship with the Institute is a family affair.

We are grateful to Miss Parsons for her steadfast support, her confidence in the Institute, its leadership and programs. We admire her courage, her spirit of adventure and her impatience with the idols and fads of the contemporary marketplace.

- John D. Bradley

THE PORT CHAPLAIN NETWORK *Keeping an Eye on Errant Ships*

by
The Rev. Barbara Crafton
Port Chaplain
Seamen's Church Institute of NY & NJ

The loneliness and vulnerability of the seafarer, whether on the high seas or in a foreign port, has intrigued storytellers for centuries. From Homer's *Odysseus* to Melville's *Ahab*, fictional seafarers have touched the hearts of readers and writers alike. It is this poignancy about their lives that has prompted most major churches to take an interest in real seafarers and their problems.

Today it is a rare port which does not have a mission to seafarers on its waterfront. And it is a rare seamen's pastor who has not known the frustration of a problem relating to a seafarer's working conditions about which nothing can be done.

That is why the outcome of a recent case involving the "Protagonist," a Cyprus registered ship with a Filipino and Greek crew, was a source of satisfaction to several people of several different religious faiths in several different ports in the United States.

Early in March of this year, Dr. Paul Chapman of SCI's Center for Seafarers' Rights received a letter from "Officers and crews, M/V 'Protagonist.'" The letter detailed a number of violations of the Cypriot maritime law, including the use of supernumerary contracts. It also asked for Seamen's Church Institute chaplains to visit the vessel when it arrived in Port Newark, as it was scheduled to do during the second week of March.

Dr. Chapman forwarded the letter and supporting documents which had accompanied it — contracts, wage receipts — to me as Port Chaplain, and he asked me to be on the lookout for the ship. The ship arrived in Port Newark on March 5th. I went on board, documents in hand, to see if the situation described in the letter still obtained.

I also wanted to make a judgment

as to whether the charges levelled by the seafarers of the "Protagonist" were sufficiently serious and well documented to make direct action on the part of the crew a wise move. I spoke to the crew members who had written

the letter, and determined that the situation had not improved.

Moreover, the crewmen revealed that the vessel had spent over a month in Bandar Abbas, which they believed fell within the latitudes of the Persian Gulf war risk zone as recognized by the Philippines Overseas Employment Agency (POEA).

If they were correct, and Bandar Abbas was a port within the war risk zone, each crew member was entitled to a 100% bonus for each day spent there. No such bonus had ever been received.

When I told Dr. Chapman about the latter development, he immediately telexed the POEA in Manila for clarification on the status of the Bandar Abbas as a war risk port. Word came back that it was indeed within the war zone coordinates. Chapman also asked for clarification as to which of the two contracts the crewmen were asked to sign was the contract on file with the POEA.

The contract providing for the higher pay was found to be the contract on file; the second contract, based on a Cypriot Collective Agreement which had already expired, was the supernumerary.

Here we had documented breaches of the contract and of flag law, a crew of seafarers who knew their rights and were eager to act within the legal system to obtain them, and a seafarers' mission staff ready to assist them in this project.



(left to right) Fr. Whitemore — director of SCI, Fr. Mario Balbi, Chaplain Barbara Crafton, Msgr. Romogosa, Michael Solar, Fr. Rivers Patou.

The sums of money at stake in the case were also of sufficient magnitude to interest an admiralty lawyer and warrant the expense of arresting the vessel. The only flaw in this optimum situation from the prospective plaintiffs' viewpoint was that the vessel was sailing at six that evening. There was no time to put the ponderous machinery leading to the vessel's arrest into motion. The seafarers were asked to call me collect from their next port, which was Savannah, Georgia.

A few days later, Fr. Mario Balbi, the Catholic port chaplain in Savannah, telephoned me. Fr. Balbi, Chapman and I were old friends, having attended conferences of port chaplains throughout North America. These conferences are designed to facilitate such relationships.

Now, Fr. Balbi was calling at the request of the "Protagonist" crewmen with the news that the captain of the vessel had discovered the men's attempts to get redress of their grievances. There had been a leak, Fr. Balbi said, from the POEA in Manila concerning Chapman's telexed inquiry, and the ship's agent in the Philippines had been informed.

WHY PORT CHAPLAINS INTERVENE

A major frustration often voiced by people who concern themselves with the rights of seafarers is the lack of enough time in any one port to get something done about an abuse. A case such as that of the "Protagonist" illustrates how inter-port cooperation between port chaplains can transcend that serious limitation.

No one person in that chain of interested parties could have done what the entire chain was able to do: defeat the efforts of an unscrupulous vessel operator who used to advantage today's rapid turnaround time in merchant shipping. The vessel may be leaving Port Newark at six o'clock, but chaplains who know each other and who are informed about appropriate procedures will be waiting for it at the next port.

A problem ship can run, but it can't always hide.

Is this the Chaplain's Job?

Many people who are supportive of seafarers' ministry in the areas of hospitality and spiritual counsel feel uncomfortable with the work of port chaplains in matters concerning seafarers' working conditions and contract issues. It seems to them that these problems fall outside the realm of appropriate pastoral concern for a religious figure.

Some of these critics believe that port chaplains' activities in discovering and following up on shipboard disputes represent an inappropriate use of their positions.

What is more, they

sometimes argue, a chaplain may through well-meaning ignorance of maritime realities, cause a crew trouble rather than help the seamen by intervening. These concerns, occasionally expressed in print, are answered by a list of guidelines set forth below for seafarers' rights interventions. The guidelines are followed by most port chaplains who concern themselves with shipboard disputes.

1. Seafarers themselves decide whether a chaplain's assistance is appropriate and desired. They (seafarers) are wage earning adults capable of making decisions which affect their professional lives. A chaplain may provide a seafarer with information about possible courses of action open to him, but the seafarer decides whether or not to proceed. A chaplain never acts without consent.

2. Chaplains do not usurp the functions of lawyers. If a grievance is of sufficient gravity to make litigation a possibility, the responsible course for the chaplain to follow is referral to a lawyer skilled in maritime law from the standpoint of maritime personnel. That is the person most qualified to advise seafarers as to whether a case merits his pursuit.

3. An appropriate intervention in an individual case involving seafarers' rights limits itself

to determining whether or not the contract and laws bearing on the case have in fact been observed. Larger questions of whether or not a given law is just or a given contract ought to have been signed are questions for a more systemic approach to the problem of seafarers' rights. The latter are also a matter of interest to port chaplains, but are not germane to the consideration of an individual case. In each individual case, the question a chaplain should help a seafarer answer is: "Have all the parties involved done what the documents they signed said they would do?"

Seafarers' rights advocacy on an individual basis done according to these guidelines is not a radical political activity, unless it is radical to expect people to be men and women of their word. It is only this — that people honor commitments they make in writing to other people — that chaplains ask of owners and seafarers alike. Honorable behavior, in business, personal and religious life, is a religious concern, and the responsible, informed input of religious leaders into problems of seafarers is an important step toward simple fairness in a tough business.

—Chaplain Barbara Crafton

AN UNFORTUNATE STORY... WITH A HAPPY ENDING

Unless you understand what it means to be falsely arrested, forcibly removed from a ship docked in the Port of New Orleans, to be held prisoner, often in isolation, for 38 days, to be manacled and transported from prison to prison on a trip to New York, and finally to be told the arrest was an error and that you were now free in the Big Apple with no money, no command of English and no friends or family—then it would be difficult for you to understand the outpouring of emotion in the letter printed below.

Translated from Spanish, the letter was signed by Louis Felipe Bohorquez, a Columbian seaman.

The letter was received by Brother Pedro of the Taize community who works part-time with the Seamen's Church Institute.

Bro. Pedro first learned of seaman Bohorquez when Monsignor Romagosa, port chaplain of New Orleans, notified the Institute that the seaman was in jail in New York.

Msgr. Romagosa had documents proving that the jailed seaman was on another ship when the incident with which he was charged occurred. The priest also had a check for the sailor from his family. He forwarded the papers and money to the Institute and Bro. Pedro began to try and contact the prisoner in New York City's Metropolitan Correction Center.

Thwarted by the prison bureaucracy, he finally mailed the material to the seaman, only to learn the following day that Bohorquez had been freed but was badly in need of help.

Apparently, the 27 year old seafarer had been mistakenly enmeshed in a federal effort to halt smuggling of cocaine into the US. His story began in February, 1986 when he was arrested by Federal agents while serving aboard the ship, Ciudad Santa Marta. He was accused of smuggling drugs into New York on December 3, 1983. He was jailed in New Orleans for 15 days and was then flown, manacled hand and foot, to Miami where he was held for six more days.

Bohorquez was then taken to another prison (he doesn't know where) and held for six days. Next, he was flown to Philadelphia where he was held in isolation for eight more

days. Finally, he was bussed to New York (a 12 hour trip because of stopovers at several prisons along the way) where he was placed in the Metropolitan Correction Center in lower Manhattan.

Four days later, he was taken from prison and driven to court. After waiting there for seven to eight hours, he was told by Federal agents that there had been a mistake. He was no longer charged with the crime. He was free.

Alone, unable to speak English and without his possessions, he wandered the streets of lower Manhattan until he saw the Brooklyn Bridge. He remembered it from earlier voyages into the port. Hoping to find help on the Brooklyn waterfront, he walked across the Brooklyn Bridge and headed for the docks and piers.

Later that afternoon, Paul Chapman of SCI's Center for Seafarers' Rights received a phone call from an anonymous caller saying only that he was calling on behalf of a Spanish-speaking seafarer in Brooklyn, and what should he do.

Paul Chapman gave directions to the Stella Maris in Brooklyn, recommending the seaman go there; he then called Armando Munoz, manager of Stella Maris, and told him to be expecting the seafarer. He also said that if he needed lodging, the Seaman's Church Institute would help pay the bill at either the Seafarers and International House or the YMCA.

Bohorquez was warmly welcomed at the Stella Maris by Munoz who also made arrangements for his lodging.

The following day, Brother Pedro persuaded a very apprehensive seafarer to return with him to the Metropolitan Correction Center to reclaim the documents and check which he had never received.

Bro. Pedro also worked with the seaman's employer and agent to secure his repatriation; and within twenty-four hours, a very happy Louis Felipe Bohorquez was on his way home to his family and friends in Bogata.

— Arnold Workman

"An infinite feeling of gratitude overwhelms me, when I remember the countless kindnesses that were given to me. I returned happily to my home thinking about you with love. Gratefully, I ask God to bless your existence."

ALUM DUFF

You don't have to be a Sailer to like Captain Mac Donald's, Miss Hodgkin's or Mrs. Allen's Plum Duff.

Editors operate in a different time frame from most of us and with the New Year holidays on his mind, "The Lookout's" editor got into the spirit of these upcoming events quite early. Before the summer was over, he had scheduled a piece on a year-end holiday delicacy called "plum duff." It would be, he explained, a follow up to the "Lookout's" previous story featuring both "Captain MacDonald's Plum Duff" and "Miss Hodgkin's Plum Duff (Dark)."

The first one came to us from a former Seamen's Church Institute staffer, Mrs. Gladys MacDonald Kadish, whose father was a sea captain. She said her mother always made it for Christmas when he was at home. The second one was sent in by Miss Ann Francis Hodgkins.

Frankly, when the editor assigned the story to us, we suspected that plum duff was a concoction known only to a few sailors who plied the oceans at the turn of the century before commercially prepared desserts were available.

We were wrong.

— Arnold Workman



The last time the "Lookout" carried a report on plum duff, the editor called it "an obscure but delicious Nautical Holiday Dessert." Delicious, obviously. Anything made with butter and sugar and flour and fruit ought to taste good. But underline obscure; especially in this era of diets and prized, slim waistlines. You can bet it has not been publicized in any nouvelle cuisine cookbook.

CAPTAIN MACDONALD'S PLUM DUFF

1 lb. flour
 1/2 C. suet, chopped fine
 1/2 lb. brown sugar
 1/4 lb large seeded raisins
 1/4 lb currants
 2 t. mixed spices
 1 t. cinnamon
 1 t. ginger
 1/4 t. salt
 1 t. baking soda
 Enough milk to mix

Add all dry ingredients, spices and baking soda to flour. Add milk to flour gradually and mix to a dropping consistency. Tie in cloth wrung out of hot water and allow room for expansion. Boil for 3 to 4 hours or in pressure cooker 35 minutes. Serve with hard sauce or rum sauce.

MISS HODGKIN'S PLUM DUFF (DARK)

Beat well
 2 eggs
 Blend in
 1 C. of brown sugar
 1/2 C. of shortening, melted
 2 C. well drained, cut up pitted cooked prunes
 Sift together and stir in
 1 C. Gold Medal flour (sifted)
 1/2 t. salt
 1 t. soda

Pour into well-greased 1 qt. mold.
 Steam. Serve hot with cream sauce.

CREAM SAUCE
 Beat 1 egg until foamy. Blend in 1/4 cup melted butter, 1 1/2 cups sifted confectioner's sugar and 1 teaspoon vanilla. Fold in 1 cup of whipping cream, whipped stiff. Cool.

SAILOR'S DUFF

2 T. melted butter
 1 egg
 2 T. sugar (white)
 1/2 C. molasses
 1 1/2 C. flour
 1 t. soda
 1/2 t. salt
 1/2 C. boiling water

Beat the egg and sugar, stir in molasses and butter. Sift together dry ingredients and mix with molasses mixture. Stir in boiling water, mix well. Steam in covered mold (greased). Fill slightly more than half full. Boiling water should come up about half of mold. Steam approximately 1 hour.

SAUCE: 2 egg yolks, 1 cup powdered sugar or more, 1 teaspoon vanilla, Fold in 1/2 pint whipped cream (can use Cool Whip if desired).

Because the title "plum duff" was new to us, we went to the source. The dictionary defines duff as a boiled or steamed pudding often containing dried fruit. Note the word "often" because one of the recipes given has no fruit.

It does explain why, given the ingredients required and the simple cooking process, it was an ideal treat aboard an ocean going sailing ship.

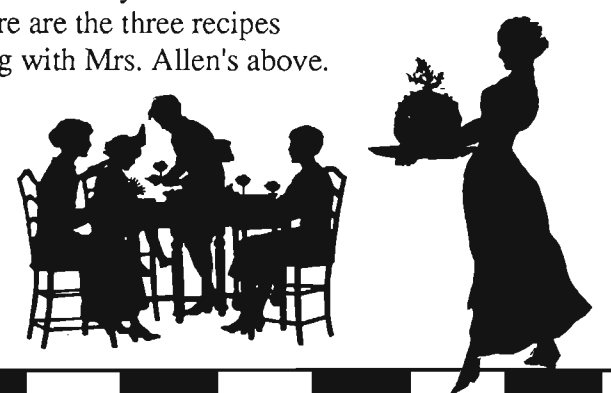
Captain MacDonald's version is made with chopped suet, brown sugar, raisins, currants, cinnamon, ginger and baking soda, as well as flour, milk and mixed spices. Miss Hodgkin's duff includes two eggs, and features pitted cut-up prunes as the fruit.

Mrs. Allen, our most recent reader who was generous enough to offer another "duff" recipe, resides in Cherry Valley, California. She reported that her version came from her mother-in-law 45 or so years ago, and that it has been thoroughly tested by her children. She writes that Plum Duff "is still our family dessert *par excellence*. All three of our sons have insisted on having it for their own use; it has been our traditional Christmas dessert."

And as if she hadn't already tempted readers to try their hand at making a duff, she wrote this too: "you will note there is no fruit in this recipe; it is a steamed

molasses pudding with a scrumptious (her word) sauce very near to that cream sauce shown under Miss Hodgkin's recipe. A hard sauce would be good, too, and the pudding, itself, freezes marvelously and keeps for ages that way."

Here are the three recipes starting with Mrs. Allen's above.



Recently, the Institute was the recipient of two memorial gifts as additions to its maritime collection. Both gifts had been the property of the men in whose name the gifts were made.

Mrs. Robert van Delft and her son, Robert, gave to the Institute various items belonging to the late Captain Edward I. Pinchin, Mrs. van Delft's father.

Among the items were his sextant, telescope, Captain's cap, Master's ticket to operate steam and motor vessels of any tons upon any ocean, and his log from the vessel *S. S. El Rio* (all shown above).

Unread by us at the time were papers describing aspects of his most eventful career. The following is an excerpt from MM&P bulletin published at the time of his death.

"Captain Pinchin was born in North Cemey, England, December 6, 1878. As a lad, he was apprenticed before the mast on English sailing ships. When about 17 years of age, he came to America and became a sailor in steam. He obtained his citizenship and later his deck officer's license.

"In 1900, Captain Pinchin joined the *S.S. El Rio* of the Southern Pacific S.S. Co., as quartermaster and quickly worked his way through officers' grades to rank of temporary master. In 1911, he became permanent master and sailed practically every ship in the Morgan Line. In 1914, he succeeded in running the British blockade and Baltic mine fields as master of the Morgan Liner *El Norte* to deliver a cargo of raw material to Bremen, Germany. Upon the return voyage he extricated himself and the ship from British detention.



"In 1916, he resigned from the Southern Pacific Steamship line to become the successor of Captain Luther B. Dow (deceased) as secretary-treasurer and counsel of the American Steamship Licensed Officers' Association. His brilliant defense of Capt. Dahl (in re case wherein Capt. Dahl as master of *S.S. Columbus* of the Savannah line, had rammed and sank a submarine off Block Island) won him extraordinary fame as marine counsel."

Captain Pinchin continued as a marine counselor, was active in the work of Local No. 88 of the national organization of Master Mates and Pilots (MM&P) and in 1934 was named a national trustee of that organization, a position in which he actively served until his death in 1940.

James P. Kelter Memorial

Mrs. Arthur Kelter Bottinger, at the suggestion of her son, Arthur - who was at one time the Institute's financial director, gave the Institute her father's sailmaking kit (a portion of which is shown at left).

James P. Kelter was born in Brooklyn in 1885. He married Rosella Monahan of Brooklyn and they had two boys and one daughter, Lillian E. (Mrs. Bottinger)

A master sailmaker, Mr. Kelter worked for Abercrombie & Fitch in New York City. It was in this capacity that with the tools shown here (plus others) he helped make the sails and other equipment for The Bear in preparation for Admiral Richard E. Byrd's 1926 expedition to the North Pole.

LEGACIES OF PERIL

by Philip Morgan Cheek
The Book Guild, Ltd.
Lewes, Sussex
Cloth, Illustrated
(ISBN 0-86332-096-1)

This book exposes in great detail another side of the maritime industry. In 360 pages it demonstrates how bureaucratic indifference can facilitate substandard shipping conditions on today's seas.

But *Legacies of Peril* is far from a dull analysis. It describes the two-month odyssey of the ill-fated bulker, *Tiger Bay*, from the time the author, Captain Philip Morgan Cheek, takes command in Ashdod, Israel, in September 1980, until she founders outside Riga on November of that year. At times, the "plot" of this book is so involving that it resembles a work of fiction. Sadly, this story is true.

The story begins when an Anglo-Greek company purchases the 24-year-old ship from Bulgarian interests and manages to register her, provisionally, in Great Britain. The necessary consular permissions are granted in a perfunctory manner, and the ship sails from Bulgaria to Israel with an all Filipino crew.

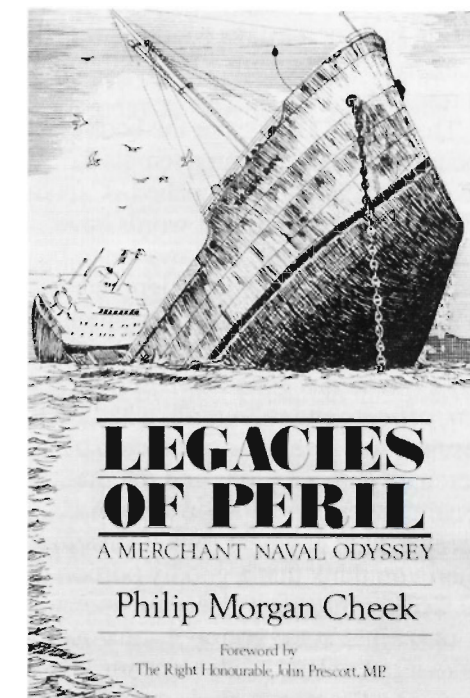
There, the International Transport Workers Federation causes the ship to be arrested on grounds that under British law, a British flag ship must have British officers aboard. Captain Cheek is flown in from England and takes command of the vessel, which is deficient in numerous ways—threatening the lives of the seafarers, the safety of the cargo, and impugning the integrity of the British merchant naval tradition.

The reader is made thoroughly aware of the dilemma faced by the captain, who as the company's agent on board, is being constantly urged to cut corners, to deceive, and to take intol-

erable risks. Against this pressure, Cheek attempts to preserve his integrity and the integrity of his profession.

Throughout the book we get a vivid picture of the captain's knowledge of every aspect of the ship's operation, both technical and human. I've seldom read a more thorough treatment of a captain's responsibilities — monitoring the equipment, negotiating with agents and officials, making all the major navigational decisions, pacifying the crew ("the best crew I ever had"), and taking care of the ship's books.

The company that purchased the *Tiger Bay* had little operating capital and hardly any credit. They depend instead on the charterers' advances and their only agenda is to move the ship's cargo of phosphate from Ashdod to St. Malo, France as fast as possible so they can get paid and find another charter. Any interference with that agenda has to be overcome by the fastest means possible. When a problem arises, agents, consultants, and other company representatives appear on the scene, attempting a quick fix. In Ashdod they promise to double the Filipino crew's salary, and sign a phoney contract to that effect, just to keep them working. When the Captain requisitions necessary mechanical, medical and safety equipment, the agents postpone responding until the next port. At a maximum speed of nine knots, the *Tiger Bay* inches its way into the Mediterranean, experiencing four engine breakdowns before Malta and two more before St. Malo. Finally, in St. Malo, Captain Cheek is relieved of his command, but not before he lodges an official protest concerning the ship's main propulsion, lifesaving appliances, ballasting and radio equipment. The next captain manages to bring the ship to dry dock in Gdansk where the ship's registry is transferred to Greece and British Officers are replaced by Greeks who, be-



RECOMMENDED READING

cause of faulty equipment, pile the ship permanently on the rocks of Saaremaa. There the crew is imprisoned on the rusting hull for 17 days waiting for a break in the bad weather long enough to be rescued.

The final 100 pages of the book documents Cheek's vain attempts to have an investigation launched. Captain Cheek, who assumes that words have their given meaning and laws are to be taken seriously, is virtually ignored as an anachronism in the maritime industry. His crusade to investigate the Tiger Bay's travail has gone nowhere. To him, officers and ratings alike had been misused in a "playful exploitation of merchant shipping Acts and international conventions." [Page 188] As Cheek's chief engineer said, "Amazing when you think that a goodly portion of the world's merchant fleets are operated by one-night-stand entrepreneurs out to make a quick buck with someone else's money and someone else's qualifications." [Page 190] Meanwhile, the company that owned Tiger Bay received full insurance for its loss.

Although this book is often weighted down by the author's convoluted and sometimes self-indulgent prose, reading it in its entirety is well worth the effort.

Legacies of Peril is a prophetic work, serving to quicken the energies of those dedicated to improving the safety and integrity of merchant shipping. Hopefully, the Memorandum of Understanding on Port State Control, which would require minimum standards of living and working conditions aboard all ships that pass through US ports, represents a partial solution. And all those agencies involved with seafarers' welfare can take courage in Captain Cheek's unflagging efforts and the valuable document he has given us.

- Dr. Paul Chapman

A limited number of copies of this book are available at \$20.00 each (including postage) from the Center for Seafarers' Rights, Third floor, 50 Broadway, New

York, NY 10004. Telephone (212) 269-2710.

THE NEW YORK HARBOR BOOK

by Francis J. Duffy & William H. Miller

TBW Books, Inc.

Hardcover, \$22.50 (Illustrated) (ISBN 0-931474-22-7)

Paperback, \$17.95 (Illustrated) (ISBN 0-931474-34-5)

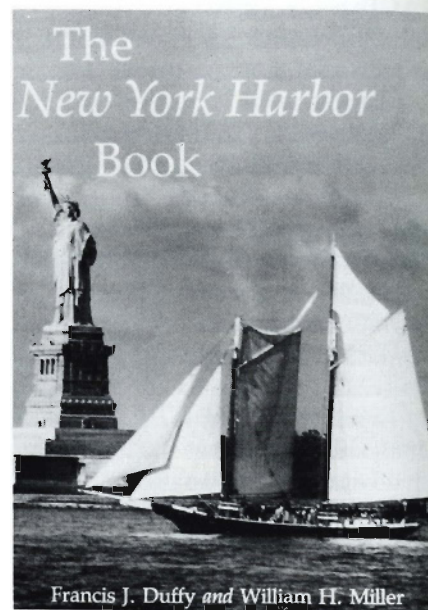
With the celebration of the Statue of Liberty's Centennial this past summer, New York Harbor became the focus of worldwide attention. Adding to that wave of interest generated by Liberty Weekend, is "The New York Harbor Book" by authors Duffy and Miller.

The book is a comprehensive history and guide to this great and vital harbor, covering everything from the Sandy Hook pilots—who guide some 500 ships a month through the Harbor—to area lighthouses and maritime organizations, including the Seamen's Church Institute.

There is also a chapter on the Great Ladies of the Sea—providing a history of the world's greatest and grandest ocean liners from the Lusitania to the Q.E. 2—as well as sections on the New Jersey shoreline, the harbor's fisheries and tourist attractions.

In short, the copiously illustrated book covers just about everything that you want to know about the harbor and how it functions. For harbor buffs or people whose interest has been whetted by *OpSail '86*, "The New York Harbor Book" makes for a breezy and interesting read. It also serves as a handy reference, filled with facts and figures about the harbor and its inhabitants.

- Iris Raylesberg



It was the custom in Austria long ago for roving groups of amateur actors to put on Christmas plays each year. On December 23, 1818, a shipowner living in the tiny village of Oberndorf arranged to have a play given at his home. He invited the new assistant pastor of his church, Joseph Mohr, to attend the play.

Mohr was touched by the performance, and on the way home he climbed a small mountain overlooking the village. Alone, he let the beauty of the night speak to him. He returned home after his inspiring experience and after midnight sat down and wrote a hymn.

The next morning Mohr took his words to Franz Gruber, a friend and organist at his church, and asked him to set the hymn to music. By night, Gruber had created a tune for him. As a surprise to the parishioners at the Roman Catholic Church of St. Nicholas, "Silent Night" was sung at the Christmas Eve service.

Although all hymn beginnings are not as dramatic as "Silent Night" there is a story behind every Christmas carol. Some stories have been preserved; others, because the authors are anonymous, are not known.

"Away in a Manger" usually considered a child's hymn, was first printed in 1885. Its author is unknown although for years hymnals erroneously attributed the song to Martin Luther.

Luther, author of 37 hymns, did write a famous Christmas carol. "From Heaven Above I Come to You" was composed for one of his small sons during the Christmas of 1535.

One of the oldest Christmas carols is the anonymous Latin song, "Good Christian Men, Rejoice" written in the late 14th century. Another anonymous hymn, the old English carol, "The First Noel the Angel Did Say" was penned sometime in the 17th century.

"O Come All Ye Faithful" was long considered to be an anonymous Latin hymn. It was not until 1946 that an English vicar discovered the hymn manuscript. The author was John Francis Wade, a man whose occupation was to copy music for Catholic institutions. An Englishman by birth, he wrote the hymn in Douai, France in 1744.

Many of the carols that are sung today were written in the 18th and 19th centuries by clergymen or men who had ties to the church.

Charles Wesley, one of the founders of Methodism, wrote "Hark, the Herald Angels Sing" in 1738. It is said to have been composed after he heard chiming church bells in London.

Another familiar carol, "Joy to the World, The Lord is Come!" was written by Congregationalist minister Isaac Watts.

THE BIRTH OF CHRISTMAS CAROLS

Legacies of Inspired Men of Faith

by
C. Joanne Sloan

He was pastor of the Independent Church of Mark Lane when he became ill. One of his members, Sir Thomas Abney, Lord Mayor of London, invited Watts in 1717 to spend a week at his country seat to recuperate. He stayed there for many years, and it was in 1719 at the Albany estate that Watts created a hymn based on the 98th Psalm known today as "Joy to the World, the Lord is Come!"

Like Joseph Mohr who wrote, "Silent Night," Nahum Tate's fame rests on one carol. Tate was an Irish poet and son of a clergyman. In 1700 soon after becoming Poet Laureate of England, he composed, "While Shepherds Watched Their Flocks."

Several Americans have composed well-known Christmas hymns. Unitarian minister Edmund Sears of Wayland, Massachusetts wrote, "It Came Upon the Midnight Clear," sometime between 1846 and 1850. One biographer says the carol was written in December 1849, while Sears sat in his study watching the snow fall.

"We Three Kings of Orient Are" was written by an Episcopal rector, John Henry Hopkins, Jr., who wrote the carol in 1857 while serving at Christ Church in Williamsport, Pennsylvania.

Henry Wadsworth Longfellow, one of America's most beloved poets, composed "I Heard the Bells on Christmas Day" on December 25th 1863. Longfellow, saddened because his son had been wounded in the Army of Potomac, was inspired to write the beautiful carol after hearing the chiming of Christmas bells.

Like "Silent Night," the tune of "O Little Town of Bethlehem" was written soon after the words were composed. Phillips Brooks, a 19th century Episcopal priest who wrote the carol, was destined to become Bishop of Massachusetts in 1891. But, as rector of Holy Trinity Church in Philadelphia in 1865, he went abroad for a year of travel and made a pilgrimage to Palestine. On Christmas Eve he rode on horseback from Jerusalem to Bethlehem and visited the village and the traditional Field of the Shepherds. He then joined in the service conducted at the Church of the Nativity. He returned to America, and in 1868 wrote "O Little Town of Bethlehem" for the children of his church. He asked Lewis H. Redner, the church organist, to write him a tune. Redner woke up in the middle of the night before the Christmas service with the tune in his head, just in time for it to be sung the next day.

Every Christmas carol has had its own unique beginning. Inspired men of faith have left a legacy to be enjoyed afresh each Christmas season.



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A BURNING ISSUE

A recent handout from the office of Rep. Walter B.

Jones, Chairman of the House Committee on Merchant Marine and Fisheries, was headlined: "Ocean Incineration: A Burning Issue."

The reference was to a newly released report prepared on the topic of ocean incineration by the Office of Technology Assessment.

Chairman Jones praised the OTA report as a significant contribution to the debate on ocean incineration: "The highly charged debate on ocean incineration will benefit greatly from the careful and thorough review provided by the OTA report. It is clear that we as a nation can no longer say "no" to every waste disposal option because it may pose some risks. But neither can we turn to the oceans in an 'out-of-sight, out-of-mind' mentality simply to avoid the controversies associated with land-based options.

The OTA report attempts to analyze the ocean incineration program in its proper context and is expected to serve as a starting point for further debate on the subject.

Less than 10% of the hazardous wastes produced in this country are suitable for ocean incineration, but they include some of the most toxic wastes, such as PCBs, waste oils, solvents and organic liquids.

The ocean incineration option has been under investigation since the 1970s when EPA issued several research permits under the Ocean Dumping Act for the incineration of hazardous wastes at sea. These research permits were followed in 1981 by applications

(L-R) Shanon Wall, President of the National Maritime Union and AOTOS Dinner Chairman; Capt. Robert Hart, President of the Marine Index Bureau, and Chairman of the AOTOS National Committee, US Representative Walter B. Jones and Mrs. Jones.

for permits to incinerate these wastes on a regular basis. During this same time, one of the applicants received a federal loan guarantee from the US Maritime Administration to construct an incinerator vessel, and had begun construction.

EPA first leaned toward issuing the permits, but the public and congressional outcry resulted in a decision in 1984 to hold off on the permits until the Agency could put in place a specific regulatory program for ocean incineration.

As a part of its rulemaking effort, EPA proposed to issue a new research permit to generate additional operational data. However, public opposition again led the Agency to reconsider and in April of this year the Agency denied the research permit application, announcing that several outstanding issues required resolution before proceeding with the test burn at sea.

Summaries of the report, entitled "Ocean Incineration: Its role in Managing Hazardous Wastes," can be obtained from OTA.

Jones Honored

Congressman Jones was recently honored by the United Seamen's Service as the recipient of its annual Admiral of the Ocean Seas Award. He was selected for the award after a nationwide poll of the maritime industry.

A Democrat from North Carolina, he has served in Congress for twenty years and for the last four years, has been Chairman of the Merchant Marine and Fisheries Committee. That Congressional Committee marks its 100th anniversary this year.

A BIG BET FOR BOOMING CRUISE BUSINESS

The "world's largest" of anything deserves notice, and it's in that spirit we report that the "world's largest cruise ship" is being built for the Royal Caribbean Cruise Line.

We also think its worth noting that the behemoth-to-be is being built not in an Asian drydock, but in a French one.

It is expected to be in service in 1988.

The ship will be named, appropriately, "The Sovereign" and will have an international hotel staff. Perhaps the latter is a necessity if the ship is to succeed in attracting enough business to be successful. It will be able to carry 2,276 passengers and a crew of 750. The latter, according to one report, will comprise Norwegian officers, engineers and ratings, plus that group of sea-going cosmopolitan hotel personnel.

A DANGEROUS BUSINESS

The "New York Times" gave it only about two inches, and the headline read, "2 Seamen Die in Attack on a Tanker in Gulf" They were innocent crewmen doing their job. Nevertheless, they perished and three other seamen were wounded in the attack on the ship on which they were working. The Tanker, the Weelek, was in the Persian

Gulf. The attack was carried out by airplanes that came and went so quickly that they weren't identified.

But although the attacking planes were not named, both Iran and Iraq have been firing on tankers in the Gulf as a part of the war they've been carrying out against each other for six years.

October Attack

On October 19, the Associated Press reported that ten more seamen were killed when an Iranian gunboat fired a missile into a Panamanian oil tanker.

The tanker, Five Brooks, was a few miles off Oman. It was one of the highest death tolls to date in the "tanker war" in the Persian Gulf.

Everybody knows that even with the best safety precautions, the seafaring business can be hazardous. Under war conditions, the danger is compounded. But we can't help but wonder why in international waters, merchant seamen aboard merchant vessels have to be casualties of a regional conflict.

A MIRACLE SAYS THE CREW

Five men and women, crew members of the West I, a fish-processing vessel that sunk in the Pacific Ocean, called their rescue a miracle. They had been tossed about the ocean for two weeks before a Navy surveillance ship, the Indomitable, spotted their flares.

The six crewmen had managed to climb into two life rafts when the West I went under. But the captain of the ship was missing and presumed dead as is the first mate, who tried to find help by using a 16 foot sailing skiff.

PACIFIC SHORE
(From Topango Canyon Pass)

It is a long trek on the burros through the narrows of the canyon pass. Now in the yawn of the clearing lying like a meadow in the shadow of the loping sea, the shore...

Oh, the everywhere of sea tang as sun-trumpets blare, the romp and roll of dolphin breakers flashing white laughter, gull-cry to crack a thin translucent shell as crescent wings frond the spindrift air.

And beyond our searching gaze the sea's great bellows sounds the horizon.

- Virginia Real Nicholas

PILGRIM STREAM

Onward flowing, seeking freedom From a strict and narrow course Yearning for liberty With slight, but yet determined force.

Tortuous the path it travels Minding nature's harsh decree But unabashed it hurries on To find that vast and brilliant sea.

And as it journeys in pursuit Of boundaries wide with freedom rife Fervent in its quest it seems So like the pilgrimage of life

-Wendy Thorne

FRATERNITY
Captain James Fullerton
Sailed afar and handed down this tale -

"In the South China Sea I was boarded by Malay pirates Blindfolded and prepared To walk the plank- A sudden commotion from my cabin - The pirate captain shouted to his crew I was released and treated With much courtesy and many apologies. The pirate captain had found my watch Which bore Masonic symbols upon its face - He, also, was a Mason and before departing He gave me safe passage Anywhere in the South China Sea."

Our family inherited the watch, A bulbous huge silver piece with key wind, Very delicately hand painted with Masonic symbols upon its face - On our wall, wherever we moved, Hung a framed Masonic membership certificate From St. John's Lodge No. 1, Halifax, Nova Scotia.

But no safe passage!

- Hope Fullerton T. Zarensky

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