

# The LOOKOUT

March 1981



# The LOOKOUT

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To our Readers:

The first edition of the *Lookout* was published in 1910. In the ensuing 71 years, it has continued to serve its original purpose: to reflect with "honor and pride" the work of the Seamen's Church Institute and the seafarers it serves and to record the contributions of the maritime industry along with those of the Institute's staff, volunteers and supporters. Together they provide the Institute with its collective strength.

By 1910, the Institute was already a well known organization committed to the welfare of seamen, the port in which it serves and to providing for the seafarer as "complete an Institute as resources permitted." As a corollary, it also recognized the "right of those who have shown an interest in the Institute to be informed of its successes and its vicissitudes..."

Today the *Lookout* reaches more than 5000 readers in 50 states and a score of foreign countries. In fact, it is among the oldest maritime publications chronicling the life of the seafarer and the world in which he works. It continues to seek new ways to bring a needed dimension of understanding of the maritime industry, the seafarer, and the Institute's Christian mission.

Our new format permits us to offer increased news and feature coverage of the men and women of the sea, the maritime industry and the dedicated people whose talents, faith and commitment make the Institute "...a model of its kind throughout the world."

We invite your comments, suggestions and editorial contributions. We also appreciate your sustained support of the Seamen's Church Institute in this our 147th year of service.

Sincerely,

*James R. Whittemore*

James R. Whittemore  
Director

*Carlyle Windley*

Carlyle Windley  
Editor



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Editor: Carlyle Windley

Design: Doremus & Company



Cover: The lighthouse at Cape Elizabeth, Me., represents more than a fine example of this architecture. The new *Lookout* logotype will feature permanently its yellow beacon.

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# NEW YORK: A PORT OF U.S. IMPORT... FOR HOW LONG?

Few people really believe that maintenance dredging of the Port of New York/New Jersey will be called off again this year, least of all the U.S. Army Corps of Engineers which is charged with administering the project.

Despite new cries of alarm over contaminated "hot spots" in the Hudson River, and fears of termination of an interim agreement over minimum pollution standards, the permitting process is expected to continue throughout the year, according to Dr. Dennis Suszkowski, chief of the corps' permitting section.

Basically, the permitting process is unchanged from last year when all dredging projects were actually halted for a time. But corps officials today speak of a new "spirit of cooperation" between federal and state agencies—a spirit that could ensure that the port will be able to maintain its approved project depths of 19 to 34 feet.

"What has changed is that all the federal agencies and the states of New York and New Jersey are working together," he said. "There is the feeling that we don't want this to happen again."

This optimism follows a series of alarming news reports in late January which raised the spectre of another moratorium on harbor dredging during cleanup of the first 20 of 40 Hudson River concentrations of PCB "hot spots." The Corps of Engineers, however, appears anxious to counter those fears by playing down the barriers to continued maintenance dredging this spring and summer.

A big difference between this year and last year, said Dr. Suszkowski, is that there is now a level of agreement between the Corps of Engineers and the Environmental Protection Agency (EPA) over criteria for pollutant levels, dredging and dumping standards.

"With the disagreements that we had with the EPA last year they were denying some permit requests," he said. "But now we don't seem to have any serious differences with them. So if we can keep this dialogue going, I think we won't have too many problems in the future.

"Of course there may be some delays here and there, but we don't see a shutdown," he added.

Even the determined "Save Our Port" association seems to be anticipating a summer of uninterrupted dredging. The association, led by chairman Herbert Buehler, who is also preparing a campaign for the governorship of New Jersey, is directing its efforts towards changing the overall permitting process, source of past delays and shutdowns of dredging projects.

"However," said Buehler, "despite the fact that there may be some growing harmony, these are not the final decision makers. There are three other federal agencies (National Fish & Wildlife Commission, Food & Drug Administration and National Oceanic Administration) that are part of this complex permit process. I'd like to be more optimistic but I'd have to say I'm not satisfied.

"Continuation of maintenance dredging should be an assumed service," Buehler said. "What really should be done is initiation of a dredging and construction program to make New York/New Jersey a major coal port, competitive with those of middle-Atlantic states. Why not dredge part of the harbor to a depth of 45 feet to handle the big, new coal carriers?" he asks.

Approximately \$16 million has already been budgeted for harbor dredging in 1981, according to the Port Authority which is requesting another \$7 million for dredging of the Perth Amboy anchorage. Joseph Burgelis of the Port Authority of New York/New Jersey, said, "Dredging problems have not been budgetary so much as difficulties obtaining the necessary permits." He and other harbor officials are mindful of the fact that some steamship operators have expressed willingness to dredge their own berthing areas, but cannot obtain the permits to do so.

The causes of this debate are straightforward. The vast harbor of New York and New Jersey is not naturally deep enough for large ocean-going ships. Channels and berths must be dredged if the port is to remain competitive. However, the waste products of commercialization and decades of industrial dumping along the Hudson River have changed the ordinary harbor bottom material into a highly-polluted muck containing a range of suspected cancer-causing substances: PCBs (polychlorinated biphenyls), mercury and cadmium to name a few. Similar situations have been encountered in other East Coast harbors and each time it has fallen to state and federal agencies to justify (or prohibit) the dumping of tons of toxic substances at traditional offshore dumping sights.

In New York, this problem has been intensified by dispute over the cleanup of PCB "hot spots" in the Hudson River north of Albany. Cost of the cleanup is estimated by New York state at \$40 million and there is much concern over the extent to which PCB materials drift downstream to New York with the natural flow of the river.

There are estimates that as much as 7,200 pounds of PCB material washes downriver to New York each year. This phenomenon further complicates the lives of harbor officials who must comply with federal regulations stating that dredging spoils must pass tests indicating whether the spoils contain materials harmful to marine life.

Two years ago harbor dredging came to a halt because EPA officials attempted to draw a line on PCB contamination and the effects of dredged spoils on marine life at a dumping sight off Sandy Hook, NJ. Bowing to public pressure, however, the EPA and the Corps of Engineers devised an interim "matrix" listing the maximum levels of PCB and other contaminants that could be found in marine life near the dumping grounds. The matrix was to be used for 18 months—that means until the end of this summer.

Now corps officials are seeking to assure the maritime industry that the matrix is not about to expire at a certain date, but will more likely be revised.

"Between the time the matrix was set up and the time it was to be reviewed, it was hoped that there would be some new information to set up new levels," said James Mansky, chief of water quality and compliance for the Corps of Engineers. He added that the levels "may go up, down or stay where they are."

Over the long term, environmental and economic debate over dredging and harbor-development will likely continue, regardless of the fate of interim matrices.

Addressing the problem this spring, deep-harbor advocates expressed various levels of enthusiasm. But almost without exception, people with an interest in the future of New York's harbor are looking to the new Reagan administration for help in untangling the bureaucratic maze that controls the dredging process in New York and other major port cities.

Dan Curll, president of the New York Towboat and Harbor Carriers Association and an officer of Save Our Port, said unless the federal government steps in with regulatory relief,

local developers, contractors and port planners will continue to face rejection notices from the five federal agencies involved.

"I think we are going to continue to find instances where people seeking permits for dredging operations are getting them denied unnecessarily," he said.

Nick Cretan, director of the Maritime Association of the Port of New York, said he is looking to the Reagan administration for reform.

"Hopefully, we will have some pressure from the executive branch to balance the needs of the environment with those of the socio-economic community," he said.

"We have clearly been overregulated," Cretan added. "The question now becomes, 'Is the new administration going to come through on its pre-election promises?'" ■

Images and/or text cannot be displayed due to copyright restrictions

It's not likely to happen, but what if the five federal agencies that control dredging permits collectively said, "Sorry, New York, no more dredging for a while." Around here, that is definitely the worst-case scenario.

The Port Authority of New York/New Jersey has studied this question. Its researchers give a hypothetical description of what would happen if our harbor were allowed to shoal to its natural average depth of 19 feet.

- 10,500 arrivals a year of dry cargo ships and passenger liners would be cancelled.
- 60,000 port-related jobs would be lost.
- \$1.5 billion in port-related business would be lost.
- \$400 million in federal, state and local tax revenues would be lost.
- The cost of delivering oil in the New York region would increase \$560 million.
- Shippers would pay \$100 million more a year for rerouting goods destined for the New York region.

The U.S. Army Corps of Engineers has offered to organize a public involvement committee to help create a management plan for future dredging operations in the Port of New York/New Jersey. Metropolitan area residents are invited to contact Corps of Engineers district headquarters, 26 Federal Plaza, New York, N.Y. 10278.

# SS POET

## A Seafaring Tragedy and Mystery



The sounding of eight bells, the traditional signal for end of watch at sea, was heard throughout the Seamen's Church Institute on January 6 at the conclusion of a memorial service for the officers and crew of the *SS Poet*.

The *Poet*, a 36 year old 12,000 dwt bulk carrier, left Philadelphia October 24 with a cargo of 13,000 long tons of corn for Port Said, Egypt. She was due there November 9.



Later on the day of departure, she radioed a position report off Cape Henlopen, Del. This was the last contact made with the *Poet*. No trace has been found of her since and she is presumed lost with all hands, 10 officers and 24 seamen.

The memorial service was organized by two of the seagoing unions represented in the crew. Relatives, friends, union leaders and a number of ordinary seamen made up the congregation in the Institute's chapel.



The Rev. William Haynsworth, chaplain conducting the service, said, "The most profound tribute that can be paid to the 34 men who perished

aboard the *SS Poet* is for us to seek whatever measures can be found to increase the safety of American vessels."

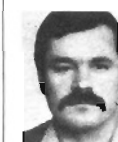


These thoughts were later echoed by union leaders. Albert Parente, president of the Brotherhood of Marine Officers, the union of the *Poet's* deck officers, said his organization was hopeful that the Coast Guard Board of Inquiry into the ship's disappearance might help prevent similar losses in the future. He also expressed hope for improved communications between ships and the Coast Guard, so that "These people will receive protection when they go to sea."

F.R. Schamann, vice president of the Marine Engineers Beneficial Association noted that his union had pushed for a maximum effort in the search for the *Poet*. "It has called our attention to the need for government agencies like the Coast Guard to put out maximum effort for protection of seafarers," he said.

Following the chapel service, several of the congregation moved to Battery Park in front of the war memorial where Mrs. Norman H. Currier, widow of the *Poet's* chief mate, and Mrs. William A. King, widow of the ship's second officer, cast a floral arrangement into the harbor.

### Questions still to be answered

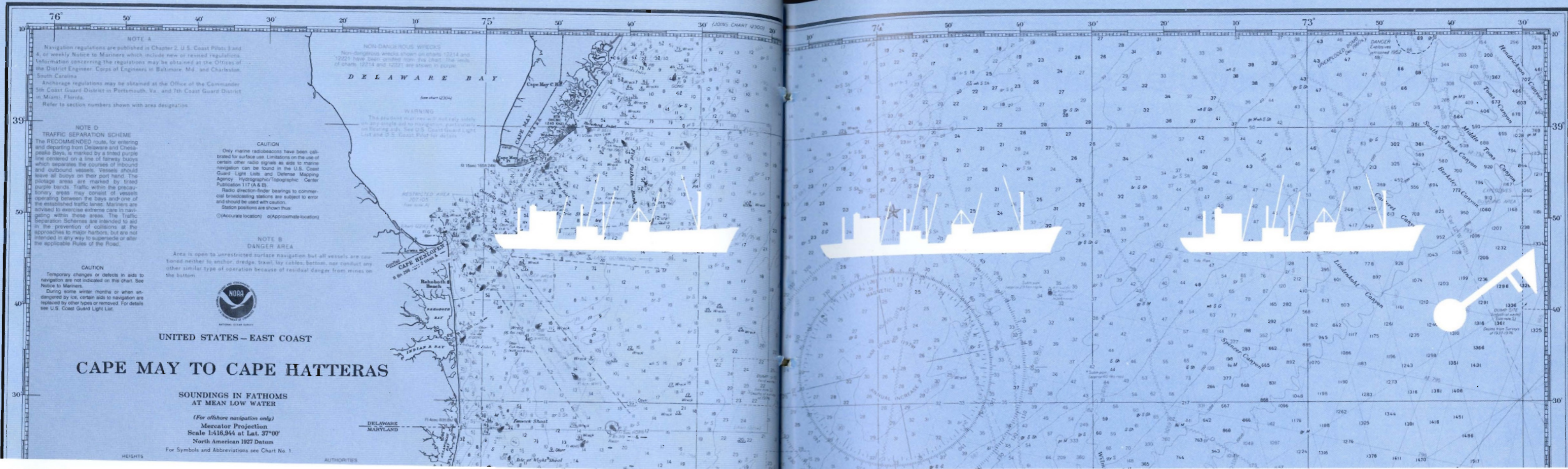


According to the most authoritative Coast Guard speculation, the *SS Poet* sailed directly into a freak, major storm on either Oct. 25 or 26. The size and ferocity of the storm was evidenced by the 70 mph winds. It is known that the same storm drove a Panamanian ship onto the beach and demolished homes along the New Jersey shore.

It is thought that the *Poet* became disabled, drifted off course and possibly foundered.



Yet, the ship's owners did not report the *Poet* missing until November 3, 10 days after its last radio transmission. The Coast Guard mounted its search on November 8. The Coast Guard explains that it receives reports of ships missing and frequently locates them through a series of radio checks to determine who last heard from the ship and its location. The Coast Guard ran its radio checks from Nov. 3 to 7.



Once underway, Coast Guard, U.S. Navy, Air Force and Canadian jets covered some 300,000 square miles of Atlantic Ocean. From the Azores other aircraft covered the *Poet's* course to mid-ocean and back to the Straits of Gibraltar. Additional aircraft from Spain covered sea lanes near Gibraltar.

The Coast Guard regretfully ended its search for the SS *Poet* on November 17. During the 11 days of the search not one trace of the *Poet*, not even debris, was sighted.

Adding to the mystery is that the *Poet* carried two lifeboats for 40 persons each, a popping free, inflatable liferaft with lifejackets and 18 ring buoys. If the ship went down, it carried a float-free long range radio transmitter activated by salt water which could broadcast distress signals for two to 10 days. No such distress signals were recorded.

**A Board of Inquiry**

On November 19 a Board of Inquiry was convened in Philadelphia, headed by Capt. Herbert G. Lyons, chief of the Marine Safety Division, Seattle.

Although findings are not expected to be released until some time in the Spring, testimony elicited the following:

- Downriver Pilot Gary G. Harper said that the *Poet* was down two feet at the head from the stern when he took her to Delaware Bay. He said the master said he would correct the condition. According to the National Cargo Bureau, supervisor of the loading of the corn, the cargo was properly and fully loaded in holds 1, 2 and 3. Hold 4, in the stern, remained empty because the hatch cover could not be opened, causing the ship to be down at the bow.
- A ship so fully loaded would prevent cargo shifting to affect the ship's stability. A spontaneous combustion fire or water entering the holds were also discounted.
- Tug Docking Capt. Virgil Quillen said he noticed the *Poet's* bow rode low and told the captain and some of the crew.
- Routine repairs were made to the *Poet's* boiler room and radio and a mobile crane removed while in Philadelphia.

- The *Poet* ran aground at Santo Domingo, Dominican Republic, on June 21 with no hull damage listed.
- Coast Guard Petty Officer Joseph Pedrick testified that on an inspection of the ship he found oil drums, a gallon can of kerosene and tanks of compressed gas and acetylene lashed to the ship's rail without proper dunnage to prevent sparks.
- *Poet* owner Henry J. Bonnabel said he waited to report the *Poet* missing because it was not unusual for a ship on a foreign voyage to go three, four or five days or longer without communications.
- On Nov. 7 he asked the Coast Guard to increase its efforts and later sent a message to President Carter asking for the search to be continued when he thought the Coast Guard might end it.
- The SS *Penny*, a sistership to the *Poet*, was to be inspected on her return to the U.S. for possible clues to the *Poet's* disappearance.



**Enter the bizarre**

In January, a New Jersey newspaper, in a copyrighted story, claimed that it had learned that Scotland Yard was investigating the possibility of the *Poet* having been hijacked to be used in the international narcotics trade.

Supposedly the hijacking was a Mafia-based plot to use the vessel to carry heroin from Iran. The US Drug Enforcement Administration was to have been cooperating in the investigation. Both the British and American Law enforcement agencies dismissed the allegations, after investigation, as unfounded.



In early February, Lloyd's and United Kingdom insurance companies settled a \$1 million hull claim on the missing SS *Poet*. Insurance sources attributed the loss to the freak storm that may have caused the ship to capsize so rapidly that it could not send any SOS message.



The *Poet* was the first U.S. flag freighter to disappear with all hands since 1963. That year the SS *Marine Sulphur Queen* sank with a crew of 39 off Key West, Florida. Ten years later, the SS *Silver Dove* sank in the North Pacific when its cargo shifted. However the crew of the *Silver Dove* was rescued. ■



Above: The approximate course of the SS *Poet* for her last voyage based upon available information. Photographs of 14 of the 24 seamen aboard the SS *Poet* on her last voyage illustrate our story. There were also 10 officers aboard.

# City Harbor Development Plans Outlined by Commissioner for Institute's Maritime Friends



**“New York is a great city and if we all work together we can once again have a great waterfront.”**

Not only is New York City's Department of Ports and Terminals still active, but its commissioner, Linda W. Seale, is pushing forward with a six-point plan for industrial development of the Port of New York.

Commissioner Seale was the featured speaker at a January luncheon of the Maritime Friends of Seamen's Church Institute, Inc. The luncheon marked the first anniversary of its incorporation.

She said legislation currently before the City Council would keep the department as a development agency and transfer certain property management to the Department of General Services. "This legislation stems from a request from the

mayor for recommendations as to how the city could accomplish waterfront development more effectively and to revitalize the waterfront for both maritime and non-maritime users," she said.

The commissioner took the occasion to announce her plans for increased industrial use of the port:

- Expansion of existing maritime facilities. The first such expansion will be at the Howland Hook containerport on Staten Island. There is money in next year's capital budget to build a foreign trade zone warehousing and manufacturing facility adjacent to Howland Hook. "And we are starting the planning process for an expansion of the containerport itself," she said.

- Identification of new commodities which can be exported through the port. A multi-agency task force has been formed to determine the feasibility of developing a coal export facility on Staten Island, she noted.

- Improvement of rail freight service into the port area to make it a more attractive route for shipping to and from the Midwest.

- Cooperation with five sister cities in New Jersey to get funding for a regional port study. This is still the nation's leading port and it is the only port which has not yet received Maritime Administration funding for such a study.

- Utilization of federal funding under the Harbor Collection and Removal of Drift Act to begin cleaning up the shoreline, enhance development opportunities and remove navigational hazards.

- Initiation of a port promotional campaign to "sell" the Port of New York/New Jersey around the nation and abroad.

Commissioner Seale asked the Maritime Friends for help, information, advice and support in Washington on selling the strengths of New York.

"New York" is a great city and if we all work together we can once again have a great waterfront," she said. ■



Above: Commissioner Seale with Zelda Mueller, secretary-treasurer of the Maritime Friends of the Seamen's Church Institute.

Left: City Commissioner of Ports and Terminals Linda W. Seale, in her office which overlooks New York Harbor.

## Coal Export Terminal Study Nearing Completion

A basic feasibility study on the possible location of a 20 million ton per year coal export facility on Staten Island is expected to be completed this month, according to New York City Commissioner of Ports and Terminals, Linda W. Seale.

Commissioner Seale announced the study's completion date in talking with reporters following the January luncheon of the Maritime Friends of the Seamen's Church Institute at which she was principal speaker. She made it clear that this study was an inter-agency effort by New York City and not part of a similar study

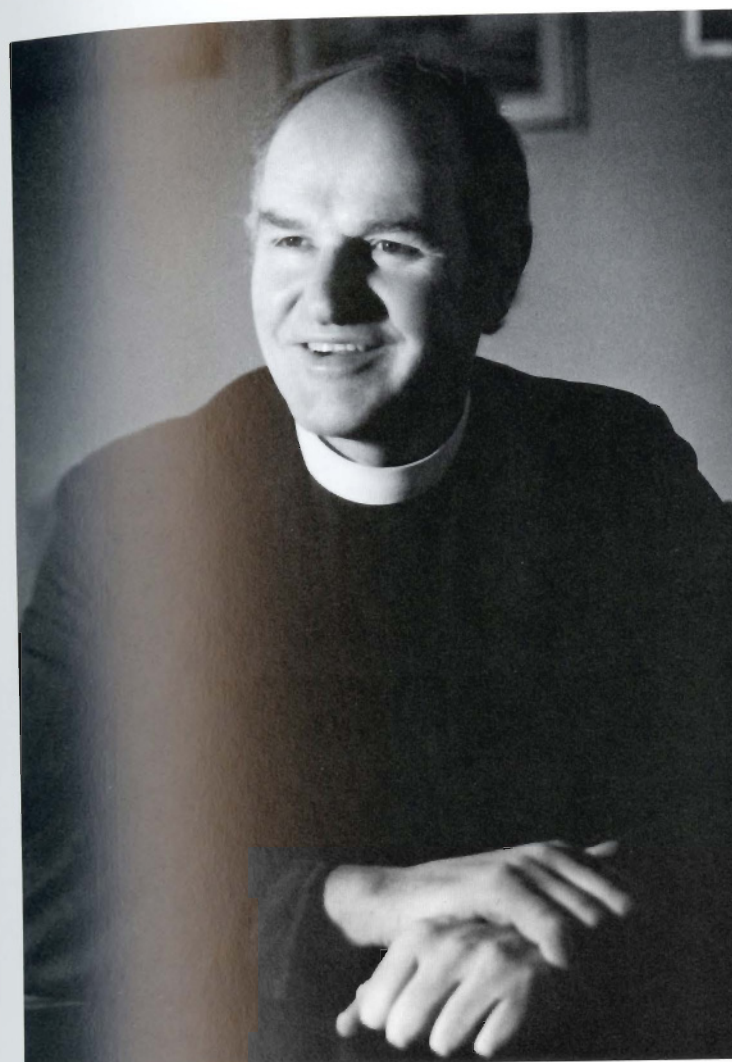
being conducted by the Port Authority of New York/New Jersey, although both groups were cooperating.

The study is in response to announcements by several East, Gulf and West Coast ports of their intent to develop coal export terminals. These include Hampton Roads, the nation's leading coalport, Baltimore, Philadelphia, Mobile, New Orleans and Portland, OR.

Commissioner Seale said New York faced two immediate problems in considering construction of the terminal. They are the adequacy of rail service and the lack of deep harbor channels.

Two sites on Staten Island in the Stapleton area are being considered. She said that if the benefits to New York amounted to only \$2 per ton, the City could benefit to the extent of \$40 million annually. ■

# SCI Assists in Expansion of Services to Seamen



## Whittemore Elected ICOSA Vice President

NEW YORK—the Reverend James R. Whittemore, director, Seamen's Church Institute, has been named to the Washington Seafarers' Welfare Council and elected to the vice presidency of the International Council of Seamen's Agencies (ICOSA).

The Seafarers' Welfare Council is formed of representatives from existing seamen's welfare societies, government, maritime management and labor organizations as well as concerned citizens. The Council will be chaired by the Assistant Secretary of Commerce.

"It is the Institute's policy to cooperate with other Seamen's agencies in the United States and abroad to strengthen services to seamen on a global basis. On behalf of the Institute, I am happy to be able to accept both of these positions," Father Whittemore said.

"A key element of the Council's program will be coordination of individual programs with federal agencies, Congress and United Nations bodies concerned with seafarers' welfare and rights," he added.

The Washington Council will work closely with ICOSA, United Seamen's Services (USS), who conceived the Council, and other seamen's agencies in the United States and internationally.

"The Seamen's Church Institute, as a member of ICOSA and as one of the largest and best known of the voluntary seamen's service agencies has special responsibility for leadership in the Council.

"The achievements of seafarers' agencies internationally is an example of what the private sector can achieve with little or no government subsidy, having to rely instead on individual and corporate support. Formation of the Council will strengthen this contribution," Mr. Whittemore said.

The Seamen's Church Institute of New York and New Jersey was instrumental in the creation of ICOSA whose members serve merchant seafarers of all nations, world-wide, Whittemore noted. ■

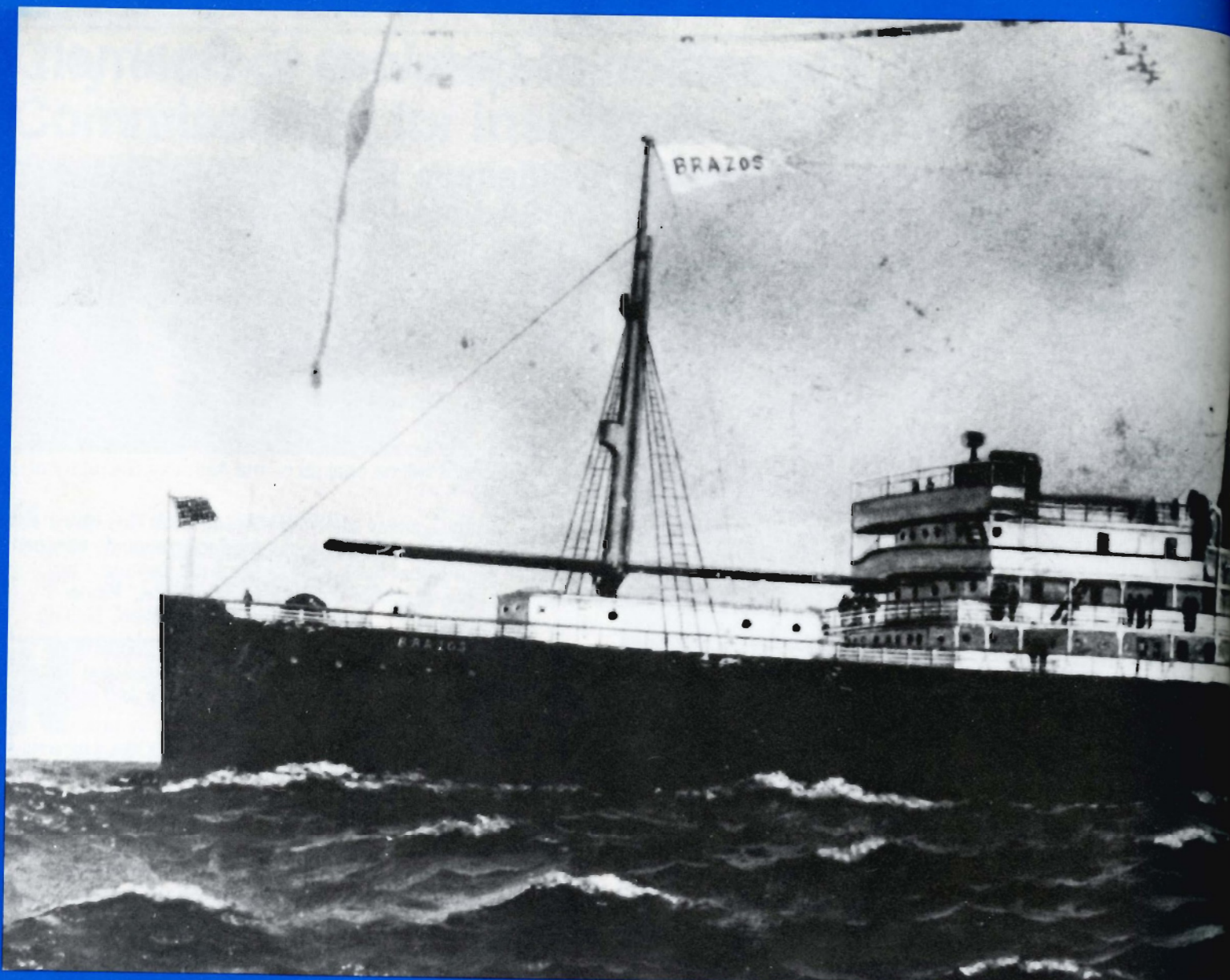
## At the Institute

**Appointments:** George J. Munkenbeck, Jr. is the newly appointed Director of the Merchant Marine School of the Seamen's Church Institute. A member of the faculty since 1977, he is a graduate of the US Coast Guard Academy of New London, Connecticut and is a Lt. Commander in the USCG reserve.

Munkenbeck succeeds Dee N. Fitch who will chair the marine transportation department of SUNY Maritime College, Ft. Schuyler, NY.

**Anniversaries:** During the month of February, Institute Director James R. Whittemore presented recognition gifts for continuous and loyal service to the following staff members:

Elaine Murphy	35 years
Allen T. Sorensen	20 years
Barbara Clausen	15 years
Rae Keer	15 years
Klara Langbach	15 years
Kinnion Jones	10 years
Peter Tammens	10 years



Above: *Brazos* by Antonio Jacobsen, 24-1/4 x 40-1/4, oil on mason board.  
 Right: *Untitled* watercolor by Gordon Grant, 27-3/8 x 33-1/8.  
 Below: *The Torrens* oil on canvas by Charles Robert Patterson, 34 x 50.  
 Left: *Model of the clipper The Flying Cloud*, measuring 37" in length, 5-1/4" in width and 26" in height.



# The Eternal Sea and the Seafaring Artist

"The Eternal Sea and the Seafaring Artist" is the second in a series of maritime art exhibits, now open at the Seamen's Church Institute.

The exhibit features paintings of some of the nation's most accomplished maritime artists and is complimented by ship models reflecting the period of the paintings.

Featured artists include Frank Vining Smith, Charles Patterson and Gordon Grant. All exhibited artists were experienced seafarers in America and were among the most acclaimed maritime artists of their time.

Items for the exhibit were chosen from the Institute's collection of donated maritime art, artifacts and ship models, some of which are the only existing models available for exhibit to the general public in the United States.

A catalogue, courtesy of The Seamen's Bank for Savings, is available at the exhibit. The visitors center is open daily from 10:00 am to 3:00 pm. Admission is free. ■

## Jones Assumes Congressional Leadership



**C**ongressman Walter B. Jones, D-NC, has taken up leadership of the House Committee on Merchant Marine and Fisheries of which he was elected chairman in late January.

Jones presided over election of subcommittee chairmen and announced to members of the Propeller Club in Washington that maritime reform can and should be achieved within the scope of planned legislation and without major new federal subsidies.

Mario Biaggi, a New York Democrat, was elected chairman of the merchant marine subcommittee. Other subcommittee chairmen are Gerry E. Studds, D-MA, Coast Guard and navigation; Norman E. D'Amours, D-NH, oceanography; John Breaux, D-LA, fisheries, wildlife conservation; and Carroll Hubbard, Jr., D-KY, Panama Canal and the outer continental shelf.

The full Merchant Marine and Fisheries Committee consists of 20 Democrats and 15 Republicans. Jones said this committee is smaller and more streamlined than its predecessors. More than 20 percent of the membership is new to the committee.

"The Merchant Marine and Fisheries Committee plays a key role in those vital decisions which affect our nation and the world, and I am anticipating being a part of this," Jones said during an opening session.

At the Propeller Club, he said maritime leaders should note that upcoming federal budgets will contain few bones for individual industrial causes. But he noted the

maritime industry should push for continued industrial deregulation, tax reforms to encourage capital formation, strong presidential leadership and coordination between maritime and defense sectors.

"We must renew our effort to acquaint our leaders with our national maritime disaster—and disaster it is," Jones said.

"Maritime leaders and naval defense planners must work together, not separately, to restore American seapower", he added. "Too many defense dollars are being diverted to quasi-military shipping functions which should be performed by the private sector.

"Short-term defense policies are no substitute for a long-term national maritime program. One of the ways to assist the maritime buildup is to increase public awareness of the need for a merchant marine—and educating my colleagues in the Congress is the first step," he added.

In addition to his overall chairmanship, Jones will serve as ex-officio member of all subcommittees. Biaggi, who heads the merchant marine subcommittee, will also serve on the subcommittee on Coast Guard and navigation. Representative William J. Hughes, D-NJ, serves on the fisheries and wildlife conservation and the oceanography subcommittees. ■

## William N. Johnston Elected to SCI Board

*"There are no strangers, only friends you haven't met."*

**W**illiam N. Johnston, chairman and president of the American Bureau of Shipping, has been elected to the Board of Managers of the Seamen's Church Institute, it was announced by the Rev. James R. Whittemore, director.

"We are delighted to have Mr. Johnston with us," Mr. Whittemore said. "I know that he and the Bureau have much to contribute. His election to the board adds emphasis to the long established cooperation between our organizations."

For Johnston, involvement with the Institute will be another in a lifelong series of contributions to the maritime industry. His knowledge of international maritime safety and the security of life and property on the seas will be an immeasurable asset to the Institute.

It was April, 1979, when Johnston was elected Chairman of the Board of ABS. This was in addition to his duties as president of ABS, an office he has held since 1977. Previously he had served in a variety of Bureau management positions in the United States and Europe.

The organization of which he is chairman today is an international contributor to maritime standards. The society was organized in New York in 1862 to promote security of life and property on the seas.

It is essentially an outgrowth of the maritime insurance industry which depends upon a highly-objective ship classification society to establish and maintain standards or "Rules" for the design, construction, and periodic survey of vessels. Today the ABS is represented in 90 nations. The society's 725 technical and field surveyors are stationed around the world at major seaports and ship construction centers.



Johnston, who first joined the ABS in 1951, is its 8th chairman.

Equally impressive in the repertoire of management skills and experiences that Johnston will bring to the SCI board is his vast array of personal friends and professional associates in the world-wide maritime community. The chairman of the American Bureau of Shipping takes pride in his fellowship with the international marine underwriters, family of naval architects, engineers, shipmasters, businessmen, professionals, government officers and, no less important, just plain friends.

Johnston, whose wife and family share his enthusiasm for international travel and friendship, is fond of repeating the old Irish saying, 'There are no strangers, only friends you haven't met.' ■





The Constitution of the  
 Young Men's Auxiliary Education and Missionary  
 of the Protestant Episcopal Church  
 in the City of  
 New York.  
 1834.

## Institute's Forgotten Files Become Official Archives

Lots of people know about the Seamen's Church Institute. But until recently, anyone seeking a documented history of the 147-year-old organization had to start by digging into cardboard boxes and dusty filing cabinets in remote corners of the Institute's Battery Park headquarters.

Those boxes and corners are largely empty now, however, thanks to the work of three professionals who turned a pile of yellowed books, ledgers and personal papers into a formal archival system now permanently stored at the headquarters of the Episcopal Diocese of New York.

Old books and records don't become archives until they are formally collected, culled, preserved and stored with a professional sense of historical significance. Fortunately for the Institute, Bob Wolk, its librarian, and Judith Johnson, archivist for the diocese, saw an opportunity to assemble and preserve an important part of the history of the Institute, the port of New York and the Episcopal diocese.

To tackle the Institute's century and a half of paper, Judith and Mary Manglesdorf, recently retired executive secretary to the director of the Institute, began by "surveying" all the records of the Institute; indicating their archival value and condition. This took approximately four weeks but resulted in a "finding aid" which described and located every record surveyed.

Because of the quantity and condition of the records, it was agreed that they should be transferred to the diocesan archives for further attention and storage. In providing this service, the archives of the Diocese of New York assumed guardianship of the records with the Institute as the original record holder retaining legal title to them.

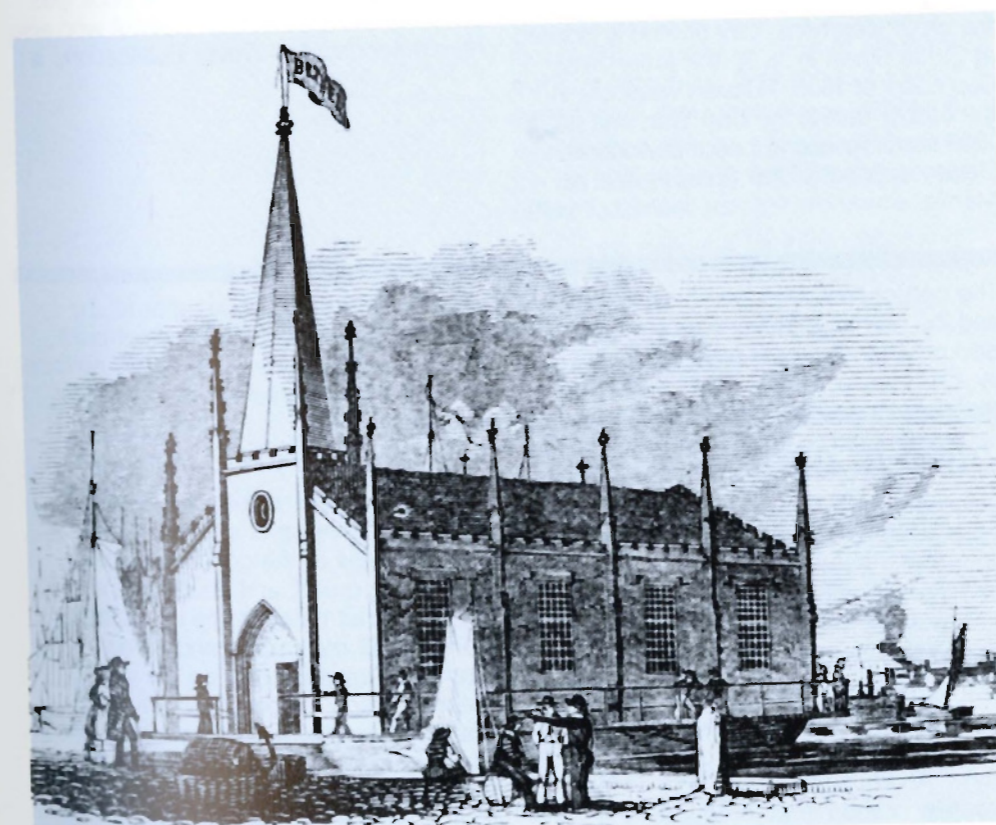
After transferring the records to the archives, located at Synod House at 1047 Amsterdam Avenue in Manhattan, the real work began. Judith and Mary first made a complete inventory organizing all records by inherent form. They then proceeded to physically reorganize the records using approved archival preservation techniques.

In doing this, they began compiling a register that includes a brief history of the Institute together with a descriptive list of all records including their quantity, dates, location, and special reference to persons, events or subject matter. This work is time consuming and is still in process but results to date have resulted in 207 linear feet of carefully catalogued, appropriately preserved, easily accessible records.

For the first time, the Institute has a true archives and the diocese has helped retain an important part of its church history. Each year, non-current records will be forwarded to the archives for cataloguing and retention, thereby allowing the recorded life of the Institute to be kept up to date.

Should other church organizations and parishes within the diocese wish to contact their archivist, they may do so by writing her at the following address:

Ms. Judith Johnson  
 Diocese of New York  
 1047 Amsterdam Avenue  
 New York, New York 10025  
 Telephone: 212 / 678-6977



Constitution (script enlargement above) from SCI predecessor organization and illustrations from some of earliest records in the new archives.



**MARITIME NEW YORK**  
In Nineteenth-Century Photographs  
By Harry Johnson & Frederick Lightfoot

Few people remember New York harbor as it looked before the turn of the century—when clipper ships, sloops, barks, schooners, steamboats, brigs, lighters and countless other vessels plied its still-clean waters.

Gone are the days when South Street docks bristled with masts, horsecars and omnibuses trundled over cobbled streets, and dockside cargoes of coffee, tea, oils and spices added a rich fragrance to the tangy salt air of the waterfront.

Fortunately, the advent of the stereograph in the 1850s prompted early photographers to record and preserve many fascinating views of New York maritime history that would otherwise have been forgotten. Over 200 of these classic sea-port images—many never before published—are included in this volume. They

represent the work of such outstanding 19th-century cameramen as the Langenheim Brothers, George Stacy, Thomas C. Roche, G.W. Pach, Benjamin Kilburn and John Soule. These vintage photographs constitute the only comprehensive record of the harbor before 1900.

Beginning with an 1846 daguerreotype of the first dry dock at the Brooklyn Navy Yard, *MARITIME NEW YORK* records a half century of New York harbor life: the Battery, salt water baths, Fulton Market, regattas, Castle Garden, shipyards, oyster markets, the Brooklyn Bridge under construction, Black Ball packets, early Cunard liners, excursion steamers, tugs, ferries, fishing boats, yacht races, the Institute's floating chapel, Brooklyn and New Jersey waterfronts, marine traffic on nearby Long Island Sound—even a horse-and-buggy traffic jam on West Street.

Among outstanding individual photos included are Beale's New York Harbor Panorama, from atop the Brooklyn Bridge in 1876; sailors relaxing on the deck of the *USS Monitor*; riverfront activities during the 1889 Centennial celebration of Washington's Inauguration; the *City of Brockton* heading down the East River; the great steamship *City of Peking* docked at Canal Street in 1874; the America's Cup Race of 1885; Russian warships in the harbor during the Civil War; and an 1889 naval review in honor of Admiral Dewey's defeat of the Spanish fleet at Manila.

The port of New York and New Jersey and the maritime industry provide the background for a new novel, *True Bearing*, by a former New York Times waterfront reporter, David Fairbank White. The Seamen's Church Institute is mentioned as are other maritime organizations.

Seeking to defend editorial coverage of the port by his newspaper, the novel's protagonist Henry Williams falls in love with the sea and ships, watching as the port recedes in importance to his paper and from public consciousness.

"We told of ships, by God. We told of men upon the sea. This was our tradition, this was our calling." The protagonist says. "And now, suddenly, here in the greatest seaport in all America—the very nation that had invented the regular passenger steamship and the ironclad

The amazing scope and variety of the pictures in this collection are backed up by highly detailed and informative captions focusing on the historic sites and locales of the harbor, pertinent data on the ships and their builders, the inexorable advance of steam over sail, and the rich, nostalgic flavor of old New York architecture and street traffic.

Lavishly produced on high-quality coated stock, *MARITIME NEW YORK* offers transportation buffs, New Yorkers, historians and photographers an unparalleled pictorial record of the Golden Age of New York Harbor, as well as a fitting tribute to the pioneering photographers who recorded it.

Dover Original (1980). 210 black-and-white photographs. Introduction and captions by the authors. xv + 159pp. 8½ x 11. Sewn in signature. Plastic treated cover, \$7.95. Available at bookstores or can be ordered through Dover Publications, Inc., 11 East 2nd St., Mineola, N.Y. 11501. Catalogue number 23963-2. Include 70¢ per copy mailing cost on sales tax if resident of New York State.

*The original manuscript of this book was edited by the staff of The Lookout who also recommended it to Dover Publications. ■*

warship, a nation, begun, after all, by seagoing pilgrims in a ninety-foot craft called the *Mayflower*—there was no man anywhere who cared one hoot for this tradition."

Standing at Battery Park, White writes:

"That here at the water's edge, they stand on the verge of a frontier; that here, out next to the cold ocean deep, the cruelty, greed, and deceit of mankind are alien; that here, on the boundless, watery gray, men come and go as strangers, traveling only on the visa of nature's grace, revocable at any time; that here, on the restless changing waves, mankind must become more than its shabby self, is forced beyond the meager limits of humanity, must attain courage, attain strength, attain mastery of stars, of winds, of sky and globe." ■

## Maritime Personality: Herb Brandon



The past six months have been dramatically eventful for Herbert Brandon, publisher of *Brandon's Shipper & Forwarder* and a long-time industry supporter.

Not only was his publication, a ubiquitous national trade journal, acquired by International Thomson Business Press with the promise of changes ahead, but Brandon has been honored by two personal awards recognizing his many years of service to the industry. Then, in the midst of it all, the likable 68-year-old suffered the loss of his wife, Eda, of 43 years.

Despite his personal loss, however, Brandon appears busier than ever with new business plans for the future—at least partly because, in his own words, "I need the therapy."

The first of two recent awards came in January when he was feted by the New York State Freight Forwarders Association at the Sheraton Centre for "outstanding service" to the organization of which he has been secretary-treasurer for 20 years.

Not long after, the Foreign Commerce Club announced it had voted Brandon its "man of the year" with plans to honor him during the annual "Port of New York" night on March 18. Brandon is a former secretary of that venerable organization.

Aside from being an obvious old-timer in the maritime trades, Brandon frequently refers to himself as "the old oracle."

"Everyone calls me for information and advice and for tips on management positions in the steamship lines," he says. "I've been in it so long I know where all the bodies are buried in the industry."

His affiliation with his magazine goes back to its start in 1929. At the time he was an apprentice printer assigned to work on the *New York Forwarder*, predecessor of *Brandon's Shipper & Forwarder*. He handled the magazine's printing needs until 1944 when he took up a new trade and became the magazine's only advertising salesman. Five years later he was named general manager. In 1958 the publisher, Sydney Goldman, died, leaving ownership of the magazine to his children. Brandon left the magazine soon after and, in 1960, purchased it from Goldman's children.

According to Brandon, it's been so well received since then, that major editorial changes have been few and far between. *Brandon's Shipper & Forwarder* has been aimed directly at freight traffic managers for years and, as such, has become something of a bible in the industry.

But all that may be changing soon. Brandon says he and International Thomson Business Press are planning to expand the magazine's editorial interest to include a larger audience in transportation. In addition, he is planning a new editorial service, probably called *Brandon's Custom Service*, for custom brokers and lawyers, importers and others in international commerce.

As if all that was not enough, Brandon is still very much an activist on a variety of political issues including a campaign to halt the nuclear arms race between the United States and Russia, and another to halt atmospheric nuclear testing programs.

"I believe in keeping busy," he says. ■

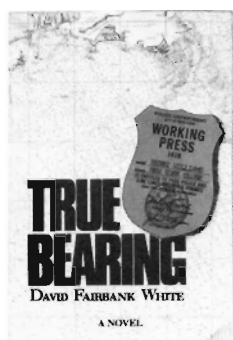
## Today's Women at Sea: 33,000 of Them

Who said the ocean is still a man's world? The way we hear it, there are already 33,000 women in the international merchant marine and more on the way.

The latest word on this subject comes from the International Labour Organisation with a report indicating the Soviet Union has almost half the world's female sailors—16,000—already serving in its fleet. Next comes Finland with 3,700.

"Predictably, in such a masculine stronghold as the hardbitten brotherhood of seafarers, this feminine invasion has provoked reactions from male crew members ranging from acceptance to indifference to open hostility," the report says.

As for merchant marine officers, of 24 major seafaring nations surveyed, Great Britain has the most, 255, followed by the Soviet Union, 207, Spain and the United States with four apiece, and most other nations with few or none. ■



**TRUE BEARING**  
By David Fairbank White  
Andrews and McMeel, Inc.,  
New York, 1980.

NIGHT SEA

The sea's asleep out there tonight  
 With her cheek against the sky's  
 But he knows his love's a wanton  
 And he doesn't trust her sighs.

He knows she loved a merchant lad  
 And lured him to the shore  
 But still the folks go out and in  
 Though strange hands tend the store.

He knows she loved a farmer boy  
 With cornfields on the plains  
 For he read the notes she sent that year  
 In care of warm spring rains.

He knows she loved that sailor man  
 But, when the dawn rose red,  
 She blew a kiss to the rising sun  
 For the sailor man was dead.

The sea's asleep out there tonight  
 With her cheek against the sky's  
 But he knows his love's a wanton  
 And where her last love lies.

The night winds fan her fevered cheek  
 And the pale moon hears her sigh  
 For the gems that glitter on her breast  
 Are baubles to the sky.

And so she sleeps out there tonight  
 Who holds the world in thrall  
 And breaks her heart for the cold, cold sky  
 Who does not care at all.

*Annabelle Wagner Bergfeld*

A SAILOR'S RULES OF THE ROAD

Day

Two close hauled ships upon the sea, to one safe rule must  
 each agree. The starboard tack must keep his luff, the port bear  
 off twill be enough.

Night

When both side lights you see ahead, you port your helm and  
 show your red. For green to green, or red to red is perfect  
 safety, go ahead. And when upon your port is seen another's  
 starboard light of green, there's nothing much for you to do, for  
 green to port keeps clear of you.

At All Times

When in safety and in doubt, always keep a sharp lookout; to  
 strive to keep a level head, mind your lights and heave your lead.

Postscript

When a dozen lights you see ahead,  
 You're surely drunk so off to bed!

—Anon.

*From the collection of William Atilles*

THIS SHIP—A SAILOR'S OPINION

I've followed the sea over thirty-two years,  
 In the Navy, hard packets and wild privateers,  
 But of all the old vessels that ever I cursed,  
 Just shiver me timbers if this is not the worst.

The bloody old wall-sided crankey concern,  
 I think every squall she is sure to o'er turn.  
 And the way that she rolls and goes pitching about,  
 Would make the patience of Job fizzle out.

It's enough to provoke a good Parson to swear,  
 To see the bad way her old rotten sails tear.  
 And I never go higher aloft than the top,  
 Without fear that her footropes will give me a drop.

I wonder those owners are suffered to live,  
 Who send out a ship that will leak like a sieve,  
 Which every time that she gives a bad jump,  
 Makes fifty more strokes to be worked at the pump.

We ought to arrest the old man as a cheat,  
 For bringing us here where there's nothing to eat;  
 It's a terrible shame for an old Yankee tub,  
 To feed her good men such horrible grub.

To be sure, he now and then gives some flour,  
 But the mean dirty rat—it's because its gone sour,  
 And as for his pies and the dried apple sauce,  
 I'd a precious deal rather have good old salt horse!

We slave every weekday, on board of the craft,  
 But on Sunday the hypocrite makes us come aft,  
 He preaches an hour about Christian hopes,  
 Then sends us on deck to give swigs on the ropes.

There's a heap of good sense in the famous old rule,  
 Always choose a big rascal before a darned fool,  
 And one thing I promise, whatever may happen,  
 I'll not sail again with a psalm singing Cap'n.

The ship must have been in amazing great straights,  
 When she took such poor things as these men for mates.  
 It worries one's temper beyond all its bounds,  
 To be bossed round the decks by such humbugging hounds.

Now shipmates, you know, I'm not one given to growl!  
 And I hate a bad temper with all my soul,  
 But worked and most starved 'til one scarcely can crawl,  
 A man that won't growl is just no man at all!

—Anon.

*From the collection of William Atilles*

# ZEPPELINS

## *Seamen line the rails for "Ships of the Air"*

Ocean sailors and navigators, often with one eye to the sky, have traditionally been delighted by the sight of "ships of the air"—modern blimps and balloons and, decades ago, rigid-framed zeppelins from Europe.

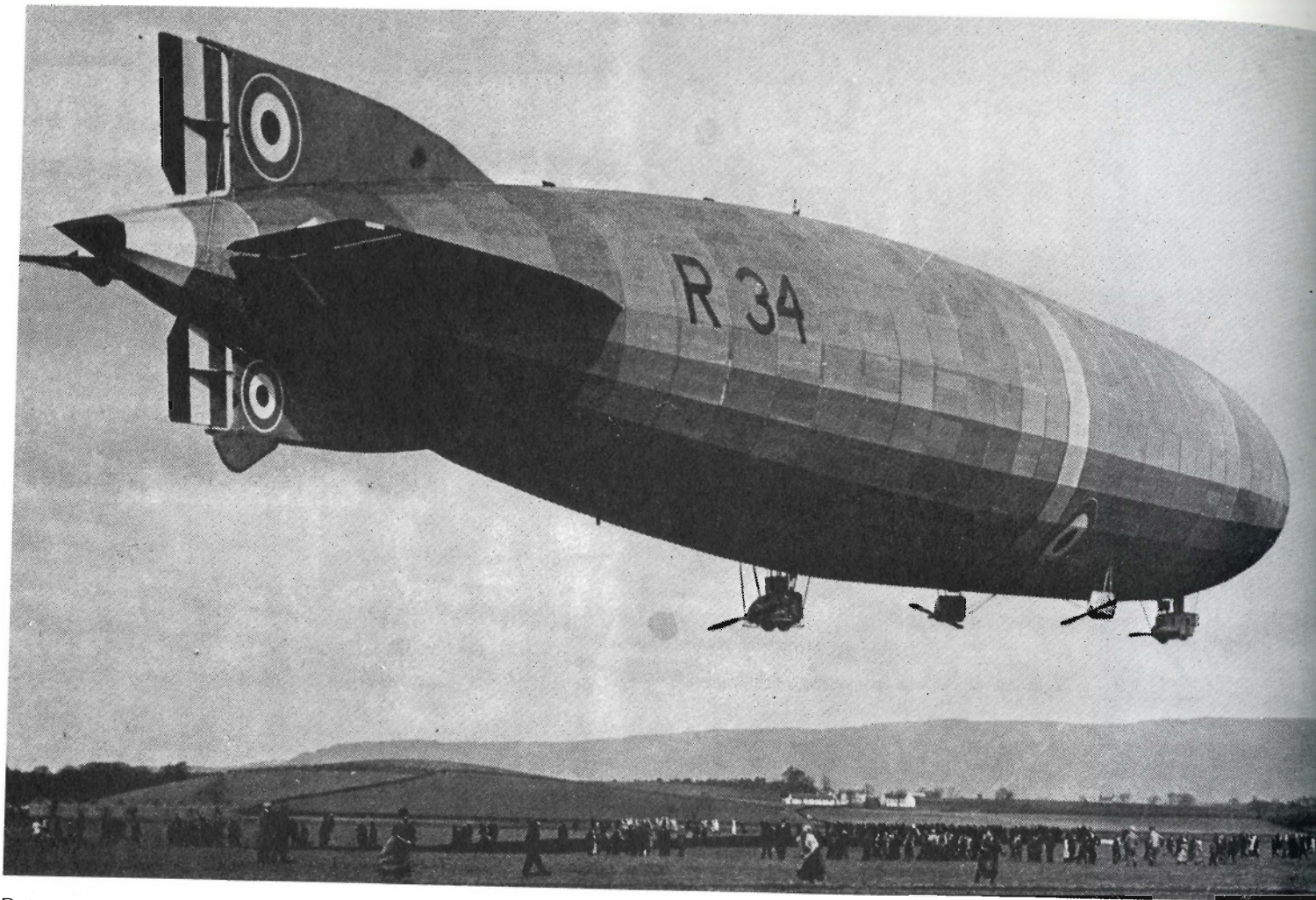
Since the first manned airships took to the sky, before the 18th Century, this new dimension of flight has been a fascination to many sailors. And airship history tells us that some of the best balloonists and zeppelin captains were mariners.

Right from the start of air flight, observation balloons began lifting both sailors and landsmen well above the crows nests of the tallest ships of the day.

By the late 1850s, the dirigible or steerable "airship" was finally constructed and flown with public acceptance. Today we don't often think of people actually flying much before World War I, yet, the world's first airline was developed in 1910 in Germany when Count Ferdinand Von Zeppelin's huge rigid airships carried mail and passengers in almost unimaginable comfort.

After the first war, the large zeppelins, most as long as full-length ships, were routinely observed over land and sea routes. But even until their final demise, they were always considered "spectacles of the sky." Ship passengers at sea would line the rails at the sight of an approaching zeppelin. They were fascinated by the airships' supreme beauty, speed and, no less important, their freedom from the menace of icebergs. With wireless communications, the airship became every bit as modern as the ocean liners below. At the same time, non-rigid or "blimp" airships were being developed and successfully flown.

Technological breakthroughs in the 1930s advanced the art of lighter-than-air flying still further. First, the sea vessel, *USS Patoka* became an airship tender. Large dirigibles could now actually moor and replenish stores, personnel and helium at sea. Next, the ZR-4 and ZR-5, "Akron" and "Macon" zeppelins were built for the U.S. Navy. These airships were the first true airborne, aircraft carriers and could launch and retrieve "Sparrowhawk," single-engine, airplanes in mid-air! Berth space aboard the zeppelins greatly extended the airplane's range, fuel and mission.



But as airship service continued, the fledgling industry was beset by problems. As it was, these great flying ships may have been developed 20 years or more before their time. Explosive, gaseous hydrogen, the threat of war, political turmoil and weather-related misfortunes all contributed to the demise of the zeppelins. The dirigible crashes which culminated with the loss of the *Hindenburg* did not end airship activities but they certainly were the turning point in the industry.

During World War II, the Merchant Marine and U.S. Navy benefited from the excellent record of the smaller, blunt-nosed, blimps. These more modern airships were especially useful for tracking German submarines and escorting North Atlantic transport fleets. Not a single blimp on Naval escort duty was lost during the war.

Today, airships are still present in the minds of many aerospace engineers, pilots and LTA (lighter-than-air) enthusiasts. Hydrogen can now be easily liquefied and used as a fuel to power turbofan, jet-engines mounted on new airships. With our new computers and earth-orbiting hardware in space, future airships can aid in a wide variety of missions, from air/sea rescue to work in tracking submarines, fishing fleets, supertankers, off-shore oil platforms, buoys, and even schools of fish and whales. New all-purpose airships would not necessarily fly faster than 100 mph or above 10,000 feet so their control cars or gondolas would not have to be pressurized.

No one knows as well as sailors, how more knowledge of the vast oceans increases our respect for the sea, and as seafarers' good work continues, don't be surprised should airships more advanced than advertising blimps be built and sighted, again majestically, over the distant horizon. ■

Gary O. Briggs



Top photograph: *His Majesty's Airship R-34*. This British airship was the first dirigible to make a round-trip crossing of the Atlantic Ocean in July 1919.

Dining Salon of the luxury cross-Atlantic airship *Graf Zeppelin*.

Photo Credits  
 Pgs 3 & 4: Port Authority of New York & New Jersey  
 Pgs 5, 6 & 7: Seafarers' International Union Log, Dec. 1980  
 Pgs 6 & 7: SS Poet—US Coast Guard  
 Pg 8: Department of Ports & Terminals  
 Pg 17: Brandon's Shipper & Forwarder  
 Pg 18: David Mansell  
 Pgs 19 & 20: Gary O. Briggs

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