



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



THIS ISSUE: ANNUAL REPORT

APRIL 1973

THE PROGRAM OF THE INSTITUTE

The Seamen's Church Institute of New York, an agency of the Episcopal Church in the Diocese of New York, is a unique organization devoted to the well-being and special interests of active merchant seamen.

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

First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

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

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shipping, SCI has provided an oasis known as the Mariners International Center which offers seamen a recreational center especially constructed and designed, operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted at night) for games between ship teams.

Although 54% of the overall Institute budget is met by income from seamen and the public, the cost of the special services comes from endowment and contributions. Contributions are tax deductible.



Seamen's Church Institute
State and Pearl Streets
Manhattan



Mariners International Center (SCI)
Export and Calcutta Streets
Port Newark, N.J.

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COVER: SEA-LAND GALLOWAY docked in Elizabeth, New Jersey, headquarters for Sea-Land.



Dart Containership Europe — Length overall 759 feet

FROM CLIPPER SHIPS TO INTERMODE

Although the days of sail are gone, and clipper ships are seldom seen except in picture books, the excitement and challenge of the great days of shipping are still very much a part of today's maritime industry. In fact, present day shipping is again experiencing a period of change unequaled since the late 19th century.

In an attempt to explain these current developments within the industry, Edward Norberg, guest lecturer in marine transportation here at SCI, recently drew some striking analogies to the past as a means of placing today's events in historical perspective.

According to Mr. Norberg, the now

famous clipper ship, the *Sea Witch*, and the giant containerships of today have a great deal in common. More importantly, it was the new technology embodied in each of these vessels that ushered in eras which changed the course of maritime history.

In the early 1800's, after the close of the War of 1812 allowed the British and the Americans to reopen their shipping trade, the *Packet* was the vessel most common to the trade.

The work horse of the seas, she was broad-beamed and full-hulled; gradually growing in size from 500-700 tons register to over 1000 tons by 1830. Even though she carried plenty of sail,

CREDITS: *Front Cover* — S. L. Galloway . . . courtesy Sea-Land Service, Inc. *Back Cover* — *Sunset at Yachats* Page 3 — *Dart Europe* . . . courtesy Dart Container Lines Page 4 — *Sea Witch* . . . courtesy The Seamen's Bank for Savings



Original Sea Witch — painting by F. V. Smith

her basic design and ever-increasing size limited her speed even under the most favorable conditions.

THE SEA WITCH

Then in 1846 (12 years after this Institute was founded) a lower Manhattan, South Street firm named Howland and Aspinwall launched a new ship named the Sea Witch.

Long and rakish in design, her hull had an extraordinary cargo capacity for her size; and her new, breakwater bow and duck-tail stern forecast events to come. Her over-all new design (including sail, masts and rigging) allowed her to veritably "clip" across the waves, and when she put to sea the great shipping race was on.

It was due to technological breakthroughs in design, that this first true

clipper ship could offer the combined capabilities of speed under sail plus cargo capacity which would revolutionize the maritime shipping industry.

Soon, definite company sailing dates were being set and guaranteed delivery on a fixed basis was being allowed. American ports boomed and foreign commerce flourished with each succeeding year until America rapidly developed the greatest merchant fleet in the world for the time.

The ensuing years saw many innovations in ship design but there still remained a problem. Cargo. Goods were carried breakbulk (loose freight in packages) and loading was a major concern in terms of both man hours and trim of vessel. In fact, proper stowage of breakbulk cargo was more an art than just a skill and was a constant source of concern for the industry.

It wasn't until post-World War II that a new kind of vessel showed on the horizon. As she evolved, her class was designated, Containership.

Like her 19th century predecessor, the Sea Witch, she often carried the sharp cutwater, "clipper ship" bow and duck-tail stern. Even her long mid-body and center line were more than reminiscent of her forebearer.

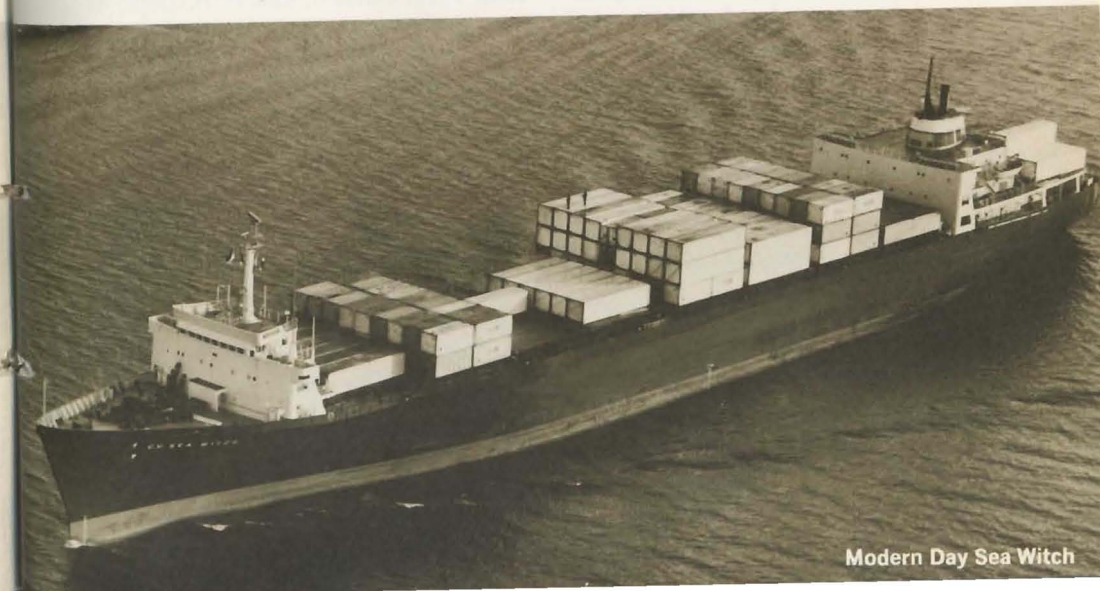
However, it was in the area of technological breakthrough that the Sea Witch and the containership shared an historical kinship. Both offered new, large capacity, rapid transit to the industry. But in the case of the containership there was something more — the virtual elimination of loose, breakbulk cargo. Instead, the manufacturer could containerize or unitize his product at point of manufacture; ship it pre-packed to the docking area; load it into specially built pre-planned storage areas aboard ship; and ultimately have his product delivered untouched to his buyer.

It was the advent of containerized cargo which is only now causing such revolutionary changes in the steamship industry.

Today a whole new system of Intermodal Transportation is being developed. Throughout the world's industrialized nations, air, land and water routes are being newly coordinated to facilitate shipping in a new way known as Intermode. In addition, such items as container sizes, standard railroad gauges, port facilities, computerized stowage plans, master world shipping schedules, international bills of lading are but a few of the items being re-examined, revamped or newly devised.

The objective, to develop a new kind of shipping which is no longer that of ship to shore, but rather one of door to door. Today's shipping customer is learning to be concerned with only how long, at what price, will it take to deliver his prepacked, containerized goods from his plant to his buyer's door.

To guarantee that delivery is the shipping company's goal and responsibility via the combined use of various modes of transportation. The shipping objective is as old as the industry itself, but the company's/agent's ability to achieve that goal is only as feasible as today's technology; combined industry and government planning; and trained merchant seamen and shipping personnel will allow.



Modern Day Sea Witch



A Masterpiece in the Making



Se habla Espanol?



Writers at Work



Soothing Mind and Body

SPRING '73 AT THE ROOSEVELT INSTITUTE

Not since the beginning of the Institute's evening adult education program has there been such an enthusiastic response to course offerings as this Spring '73.

Weekday nights find SCI's fourth floor bustling with activity as classrooms of the Merchant Marine School are filled with evening students enrolled in the Franklin D. Roosevelt Institute of Maritime and General Studies.

In addition to the FDR program, SUNY Maritime College teaches a graduate program at the Institute, and through the cooperation of New York University, classes in brokerage management and finance are available to Wall Street personnel.

In every case, the classes offered are directed towards meeting professional or general knowledge needs of merchant seamen and members of the lower Manhattan community.

ITCP

This Spring the most popular FDR course is one called Intermode or ITCP—both abbreviations for its confounding full title, Intermodal Transportation/Containerization and Pricing. The

course was specially designed for the Institute by Edward Norberg and is an attempt to give steamship industry personnel practical knowledge and an in-depth understanding of the rapid changes taking place in their field.

To date, there is no other course like it in the world, and judging by enrollment and letters of inquiry and congratulation from both the U. S. and abroad, the shipping industry recognizes this. Also recognizing the need and quality of the course was the New York Field Office of the U. S. Dept. of Commerce who enthusiastically co-sponsored the program.

EDWARD NORBERG

Edward Norberg, who also teaches the course, is manager of Conference and Regulatory Affairs for Dart Containerline, one of the world's largest containerline consortiums.

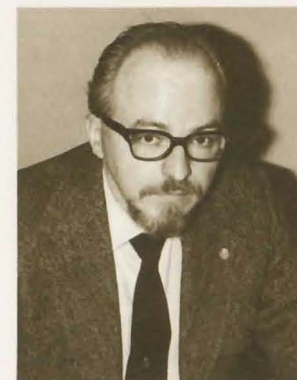
The Institute particularly wanted Mr. Norberg to help design and teach the course because not only is he an excellent lecturer, but he is also one of the few transportation experts so recognized by his colleagues in the steamship industry.

With over 20 years in the field — from dock-hand through traffic manager, it is generally conceded that he knows International Transportation "inside out." As conference manager for Dart, Ed Norberg is often their representative to such groups as the North Atlantic Conference, the Federal Maritime Commission, the U. S. Maritime Administration and the U. S. Department of Transportation. Such a broad working knowledge makes him unusually able to teach about developments within this rapidly changing industry.

On a more personal basis, Mr. Norberg was a merchant seaman during his earlier years; is a strong supporter of SCI as a leading maritime training institution; and is the father of seven children.

With all these qualifications, it is no surprise that more than 50 people representing some 25 steamship and related service companies are taking his course.

Work schedule permitting, he has already agreed to teach the course again in the Fall of '73 so that the school registrar can accommodate the ever-increasing number on the waiting list.



Edward Norberg

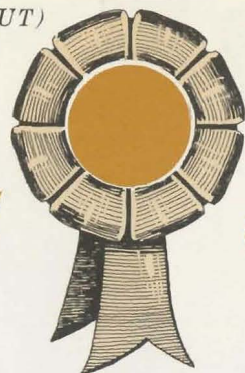
OTHER CLASSES

Among the other FDR classes offered are Painting & Drawing, Writer's Workshop, Conversational Spanish, Yoga, Rapid Reading and Maritime Law.

SCI SHIP VISITOR'S REPORT

The SCI ship visitors' log shows that during the month of January, a total of 318 visits were made to ships representing 30 foreign countries and the U.S. in the greater New York/New Jersey port area. Not a bad figure, considering the weather.

The Blue Riband



by Paul Brock

Meanwhile shipping experts who viewed the race dispassionately said there was "no romance in it"—even when Captain Samuel Samuels, Master-under-God of the "Wild Boat of the North Atlantic" *Dreadnought*, docking at Liverpool, was warned that he might expect trouble among his crew because he had sworn to put on yet another speed record.

They suggested that he either give up the idea, or take another crew aboard, but the doughty Samuels stuck his chin out and defied them all, come hell and high water.

"What? Me sign on a fresh crew, in *England*? I'll see 'em pumping hot brimstone before I sail back without every man jack I brought over. I'll make the passengers pull their weight—you watch me!"

And so he did, at the same time achieving the double distinction of fighting, single-handed, a near-mutiny in mid-ocean, and setting up a record for the East-West voyage.

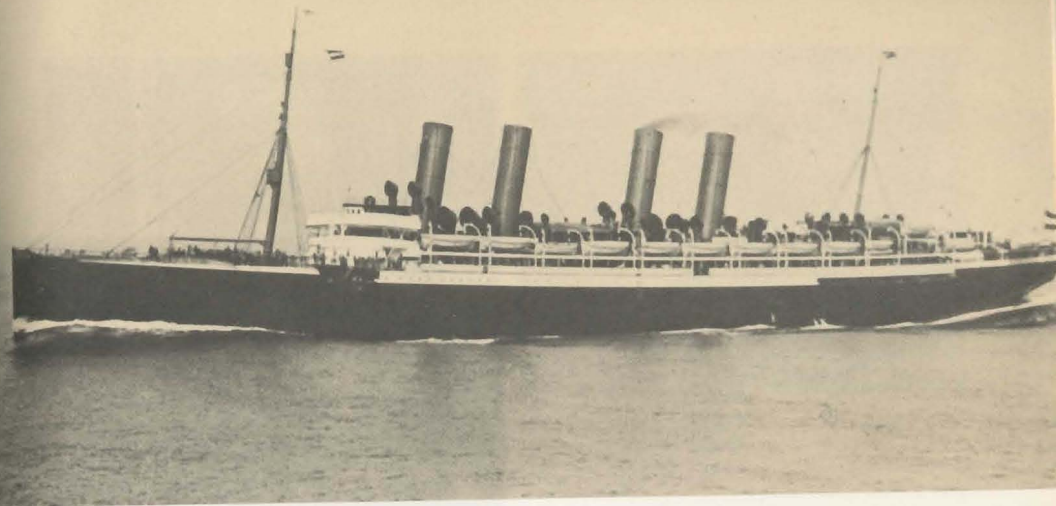
In the eighties the Guion line put on

a notable service of ships with a trio which were the first vessels to be called Atlantic greyhounds. The most famous was the *Arizona*, a ship with much grace of line and unprecedented speed. She averaged nearly sixteen knots on the east-bound run and broke the record for the west-bound route.

Guion Line's *Oregon* was the first ship to make the crossing in less than a week, followed by the *Alaska* which secured both east and west-bound records at 16 knots.

Not for the first time nor the last, the prestige of being Riband holders proved very costly. Cunard built two almost identical ships with the sole purpose of beating the Guion vessels. They were the *Umbria* and *Etruria*, the last of the single-screw ships, which made the Riband a Cunard emblem once more.

Meanwhile there was a ding-dong struggle between Cunard and Inman, and the White Star also entered the fray. The National Line stepped in by building the beautiful clipper-steamer



ship, the *American*.

Other countries entered the field. Germany made the Riband a serious matter of national honor by secretly and carefully planning the construction of two ships built purely for Atlantic speed.

The *Kaiser Wilhelm der Grosse* and the *Deutschland* were splendid ships which surprised the whole world. The *Kaiser* grabbed the record for the eastbound run in 1897 with an average of 21.94 knots. The Germans held the record for twelve years and reaped the benefit by attracting heavy passenger traffic.

The British came back with those Atlantic steam turbine aces, the *Lusitania*, sunk by the Germans in World War I, and the gallant *Mauretania* which kept the British flag supreme on the Western Ocean for twenty years. The marvelous thing about the *Mauretania* was that with age her speed actually increased. In August, 1929 she was still giving the mighty *Bremen* a run for her money with bursts of over thirty knots.

But the Germans were fanatically determined to repeat the success they had had with the *Kaiser Wilhelm der Grosse* in 1897. First the *Bremen* (27.83 knots in 1929) and then the *Europa* (27.91 knots in 1930) brought

Germany the Wagnerian triumph she desired.

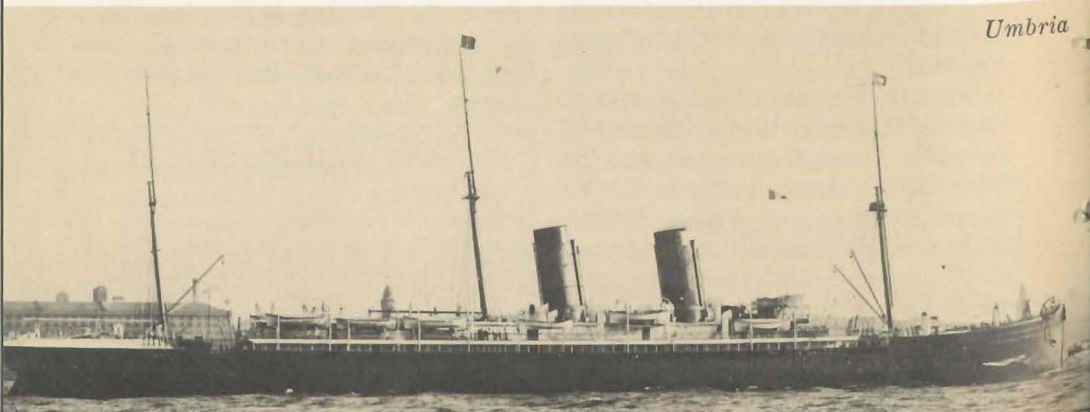
What Hitler thought of the Italian *Rex* performance of 28.92 knots in 1933 is unknown, but the French Government stepped into the picture by granting State aid to the Compagnie Générale-Transatlantique to build the great liner *Normandie* of 80,000 tons.

Like the *United States*, she gained the Blue Riband on her maiden voyage by a large margin. Her time was four days three hours and thirteen minutes between Cherbourg and New York in May-June, 1935, and her speed 30.31 knots.

In 1937 the French liner knocked off another 85 minutes, but the following year the *Queen Mary* wrested the riband from France with a time of three days, twenty-one hours and forty-eight minutes, for the westward passage from Bishop's Rock to New York.

The U.S. has held the coveted trophy since the maiden voyage of the *United States* in July, 1952—3 days, twelve hours and 12 minutes. She covered 2,906 nautical miles at an average speed of 34.51 knots.

Sadly, the U. S. Lines' 51,000-ton superliner is now collecting rust at a dock in Newport News, Virginia. But her record remains unbeaten to this day.



Umbria



Music and magic combine to make a memorable evening for seamen and their guests at SCI's International Club's annual Valentine's Day Dance.



Above, left: Chaplain Cragon welcoming panelists at SCI International trade seminar on the Common Market countries: Pictured (from the left) are H. L. Reichardt, Jr.—V.P. Union Carbide Corp.; Roberta Sachs—NYS Dept. of Commerce; Dr. Richard Achenback—Deputy Counsel General—Fed. Rep. of Germany; Helen Lange, United Nations Assoc. of NY; Chaplain Cragon, Director, Special Services, SCI.

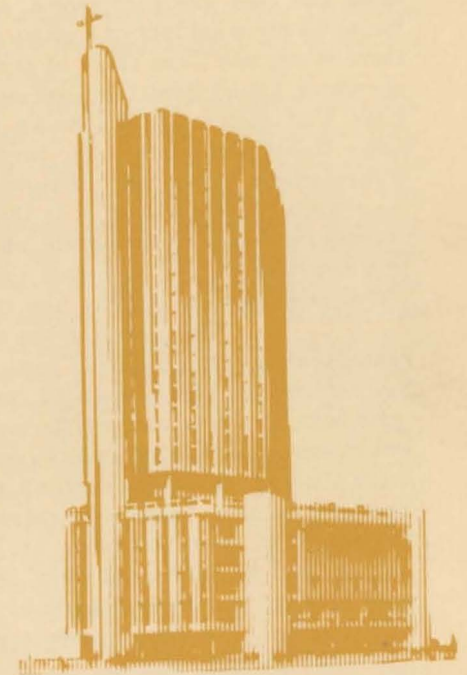


Above, right: Members of the Board of Managers, SCI staff and the community attending a memorial chapel service honoring President Lyndon Baines Johnson. Also remembered were all those who died in Vietnam and Thomas Southall, a former SCI staff member.



Right: A rested "replacement" crew leaving for duty aboard the cruise ship Europa after their having spent the night here at SCI. European cruise ships touring the Caribbean during the winter months often must fly their crews to and from Europe and find the Institute a welcome dispatch point.

The Annual Report 1972



"Cheaper by the Dozen" is a well known literary work and it is also a phrase which has come into common usage. The only reason I bring it into this report is that the records indicate that you have now received twelve of these annual reports from me and that this one constitutes the first of the second dozen. However, to alleviate any dismay that you may have to suffer through another set, time and retirement rules indicate a brighter future. Unfortunately for me "nearer and nearer draws the time, the time that shall surely be—when the Board of this august Institute must determine who my successor shall be." However as far as I am concerned, let's put that off till the last possible moment.

I have good reason for wanting it that way. I have said it at least a dozen times and I say it again as freshly as I have ever said it before. I sincerely doubt if there is any clergyman in the Church who is as blessed in his work and situation as I am. Who works with a more understanding and congenial Board of Managers? Are there other agencies where the relation-

ship of the President and officers with the Director and his staff can compare with those that exist here? Frankly I doubt it. I think we owe a large debt to John Winslow for the way in which he has discharged his duties and given great support and encouragement to all of us.

And as for the entire Staff of the Institute, again I say I have never had the pleasure of working with such a dedicated and alert group of people. In a reflective moment recently it crossed my mind that of a group of some two hundred employees there is not one I can think of that I might wish were employed elsewhere. I don't think there are many executives who can honestly make that statement. Where we read so much today of "blue collar blues" and white collar boredom and dissatisfaction in all organizations, we see very little evidence of it here. And I believe the reason for the lack of it is that every member of our group realizes that no matter what his job may be, he is involved directly in a ministry that is important and the mere fact that he is involved and shares in it gives him status and satisfaction.

The past year has not been without problems and headaches for both Chaplain Cragon and Mr. Sorensen. They have had serious and time-consuming ones. But in every case the solutions have been creative and effective and to the benefit of the men and women we are called upon to serve. This was the year for the negotiation of our second contract with the Hotel, Motel and Club Employees Union. These were extremely difficult negotiations and the weight of them was borne by Mr. Sorensen, Mr. Smith, our counsel, and Mr. Shea, our chief legal negotiator. Endless hours were involved and many potentially explosive occasions were tactfully handled. For their patience and persistence and calmness I have the highest respect.

Mr. Sorensen has also during the year had to try to surmount innumerable problems related to cost control. In the face of utility rate increases which are not budgetable, the pressures of inflation and the fact of a definite recession, he has done a remarkable job of keeping everything from going through the roof. Upwards of 10% of our operating deficit for 1972 was produced by items of expense over which we have absolutely no control. We must warn that these items are a very serious threat to the continued existence of every philanthropic agency operating in New York City. And I must say that Mrs. Eberhardt as head of the Accounting Department has also done yeoman service. Changes instituted in various of our past procedures I am sure will inure to the benefit and efficiency and safety of our operation.

Chaplain Cragon too has initiated a number of program revisions and personnel changes which are already bearing good fruit.

Mr. Aldo Coppi was made manager of our International Seamen's Club. Under his direction the whole atmosphere of the Club is more inviting and hospitable, which is quite evident

in the response given by the seamen. The pattern of events is not stultified. More variety and spontaneity are quite evident. During this year our census shows that 33 nations were represented at dances or other functions of the ISC.

In mid year the Rev. Douglas Wolfe took on the duties of Resident Chaplain. His willingness to experiment, to look at the situation without preconceived or stereotyped ideas has resulted in programs for the weekends particularly which have brought life to the house which we have wanted for years, but are only now seeing become a reality.

And again, by drawing all our so-called adult education efforts under the Franklin D. Roosevelt Institute, an educational division of the Seamen's Church Institute, Chaplain Cragon and his able assistant, Carlyle Windley, have taken a major step forward with our entire educational concept. We have, for example, for years been very critical of the lack of attention the maritime industry gives to the development of middle management. When we finally realized that many seamen come ashore and take jobs in the industry we decided that rather than criticize we had best begin to do something about the problem ourselves. Therefore, two seminar courses were designed and entered upon as initial experiments. Both have turned out or are turning out to be eminently successful and have had the enthusiastic support of the U.S. Department of Commerce and the N.Y.S. Department of Commerce. Our own Merchant Marine School curriculum has been expanded to include various courses for men involved in Inland Waterway requirements and beyond Radar, Loran and Gyro we are looking ahead to provide the instruction necessary to equip men to handle the oncoming L.N.G. tankers, as well as tankers up to 400,000 and 500,000 tons. From my own point of view, (and it is not expressed here for the first time) I still have the very strong conviction that a major part of our ministry now and in the future is going to be in the educational area. For various reasons I feel the times will demand it. And from past patterns I feel very strongly that this Institute will be left to provide it. I also say that for us, while it will present problems, it is not an unenviable position.

But let me move over from these to more human considerations or at least more personal. This year again, although they did not set out to do so, the Women's Council under the able direction of Mrs. West, produced the greatest number of Christmas boxes ever. The exact number, if you are interested, was 10,265. If you doubt that they were well received, I can give you a file of responses already received that will take you at least an hour to read if you can keep your eyes dry that long. To give you just a bit of the flavor of what this means, the parents of a seaman who received a box from us at Christmas a year ago sent in a small contribution in November to insure that someone else's son would get one this year. How can one get morose or downhearted when

responses like this and many other kinds say "Keep going. What you are doing is so worthwhile."

In a report of such a multi-faceted program as we need to have we obviously cannot cite each aspect, important as it may be. Statistics are available and have been reported at meetings throughout the year. But I would point out that our Conrad Library is continuing to be more important to us, to seamen and to the community as time goes by. Besides being a repository for useful literature, fiction or otherwise, it increasingly becomes more valuable for reference and for increasing knowledge. This year we have instituted a study room where seamen may, through cassette tapes, acquire almost any language they desire and we hope, in time, knowledge of any subject they desire. This is a unique service in this port.

As all of you know, we are an agency ministering to specific needs in this Port for nigh onto 140 years. However, if we have learned anything over these years, it can be expressed in one way. We must sit loose at all times if we are to fulfill our mission. Just lately, for example, we had our first ship in Port Newark that might be traced to President Nixon's visit to Russia. A ship under the Iraqi flag with at least a 50% Russian complement. This is only a beginning. There will be Russian ships fully manned by Russian crews, there will be ships from Communist China manned by those who know only the sayings of Mao Tse Tung. Will we have anything to say to them? Of course we will and believe it or not, in their own language. Our steward at Port Newark speaks Russian and that first crew were astounded and pleased to be welcomed to the U.S.A. in their own language. (They also like hamburgers too). I think, however, you recognize a point that does not need to be labored.

If we can point to a particular highlight in the last year I would have to say that it was the first working conference of the I.C.M.A.—which was held at Whitlands College in London this past summer. This was the culmination of an effort we were first involved in at Rotterdam in 1969 where we helped to arrange a Consultation of all agencies around the world engaged in what we call "seamen's work." For years internally we have recognized the validity of our ministry but we have also recognized the greater need that to make the full impact of this ministry known and respected, all the agencies involved, of whatever persuasion or denomination, needed to come together in some arrangement if they were to have the influence they should have in meeting the problems of the modern seafarer. At Rotterdam we had a nervous hand to say the least in mid-wifing the Consultation into something more than an occasion. The completely ecumenical first working Conference this summer, while it had its faults, was, I think, eminently successful and bodes well for the future. This year the conference adopted a constitution. For its purposes and objects it wrote into that Constitution verbatim those which we proposed

in one of the major working papers given at Rotterdam. They are: (a) To promote and encourage collaboration and assistance amongst Christian organisations engaged in work for and amongst seafarers. (b) To act as a co-ordinating body for such organisations and to provide the means of liaison between them, and between them and any other bodies whose activities in any way influence or affect the lives and welfare of seafarers. (c) to be the collective and respected voice of member organisations within the industry and outside it which can offer counsel and be heard within the councils of those bodies whose deliberations in any way affect or influence the lives and welfare of seafarers.

We do not report these from any pride of authorship but merely to indicate that this our organization because of its history and because of its living programs does have some weight of influence and can lend itself to efforts which have universal significance. It is meet and right that we should be modest. But we must never allow undue modesty to stand in the way of achieving a better ministry and service to the men of the sea.

There are many more items I would like to give space and consideration to in this report but time and patience do not permit. I do want 'if even briefly' to bring before you two concerns that I feel are quite important.

In my last report I spoke of certain problems which I thought should be shared by responsible civic groups and agencies within the port area. With at least one of these associations we have approached I must now report no interest and no progress. It was my hope that through an appropriate committee the New York Chamber of Commerce, in which we held membership for many years, would at least consider some of the findings which we presented. I regretfully must report that after several consultations the Chamber evinces no interest. I am aware of the fact that the Chamber of Commerce and the Commerce and Industry Association are in the process of merging, but nevertheless it is somewhat despairing to have it borne in that this municipality has little if any concern for the strangers who approach its gates. However, we will not give up the struggle. We will continue to pursue our objectives through any avenue we consider appropriate.

I am happy to report that in spite of the recession of the past year, our Ways and Means contributions exceeded those of 1971. Inflation is of course a very serious problem. For example, a gift of twenty-five dollars five years ago has a value today of nineteen dollars and fifty cents. To equal that \$25 contribution of five years ago we need today a contribution of thirty dollars and ninety cents. So you can see how difficult the task is. On the other hand, we received this past year some ten bequests from the estates of persons who had been regular contributors for some years. The average of their annual gift was \$59 per year. But the total amount of their legacies was \$31,000. If we compute the annual income from that amount at five per cent, the average of their continued

support becomes \$1,500. Surely here is a case where the good that they do lives after them. It is our hope that many more of our loyal and faithful contributors will see fit to continue their support by remembering this Institute in their Wills.

In closing I want to call attention to what I have felt for a long time is a very serious problem in our relation to the Church and particularly to the Diocese of New York. In part the problem stems from the fact that ours is a specialized ministry and therefore somewhat outside the mainstream of the Church's "normal" concerns. However, in the most recent reorganization of the Diocesan structure no recognition is given to the fact of the existence of any church-related social agency. The agencies have absolutely no pipe line, as it were, of communication where problems can be taken and shared, where their ministry can be recognized and strengthened and supported. This concerns us deeply because the Church needs its agencies. It is our hope that in the coming year, either by way of a conference or in mutual discussions, we can do something to alleviate or ameliorate the problem. In the meantime we will strive to be as we always have been, a strong arm of our beloved Church.

The new year is already showing promise of exciting possibilities. We look forward to meeting them and all of us vow to continue to prosecute this ministry vigorously, vitally, efficiently, imaginatively and with complete and unswerving dedication to our Lord Jesus Christ and those he calls upon us to serve in his name.

Respectfully submitted

John M. Mulligan
Director

January 26, 1973

It is with regret that the Board of Managers notes the death of two of its members.

Mr. Robert D. Huntington, Jr.
Member of the Board 1970-1973

Mr. Robert P. Montgomery
Member of the Board 1939-1972

Both men worked faithfully to forward the best interests of the institute and those it serves.

Gross income from departments		\$1,502,707
Operating Expenses		
Salaries and Wages	\$1,070,170	
Employee Benefits	158,777	
Food & Merchandise	387,916	
Electric current, fuel, telephone service	215,750	
Supplies	96,570	
Insurance	33,072	
Publicity and printed matter, including "Lookout"	37,600	
Miscellaneous	8,350	
Women's Council — wool and gifts	30,312	
Investment Counsel, legal and accounting fees ...	43,197	
Repairs and Maintenance	33,953	
Real Estate Taxes	50,615	
Interest	156,056	
	<u>2,322,338</u>	
Religious and Personal Service Departments		
Salaries, expenses and relief	230,575	
Mariner's International Center, Port Newark		
Salaries, expenses	108,306	
Merchant Marine School & Seamen's Advanced Education		
Salaries, expenses	135,389	<u>2,796,608</u>
Excess of expenditures over income from operated departments		
		(1,293,901)
Less Dividends, interest and other income from Endowments	481,698	
Credit Bureau recoveries	19,017	<u>500,715</u>
Deficit from Institute operations		(793,186)
Contributions for general and specific purposes		
Ways and Means Department and special items ..	148,573	
Pier Collections	15,000	
Women's Council	26,795	
Diocese of New York	1,000	<u>191,368</u>
Deficit from Operations		(601,818)
Depreciation — 15 State Street, Bldg., Furniture & Equipment		<u>(194,228)</u>
Depreciation — Port Newark Bldg., Furniture & Equipment		<u>(20,960)</u>
Deficit for Year Ended December 31, 1972		<u>\$(817,006)</u>

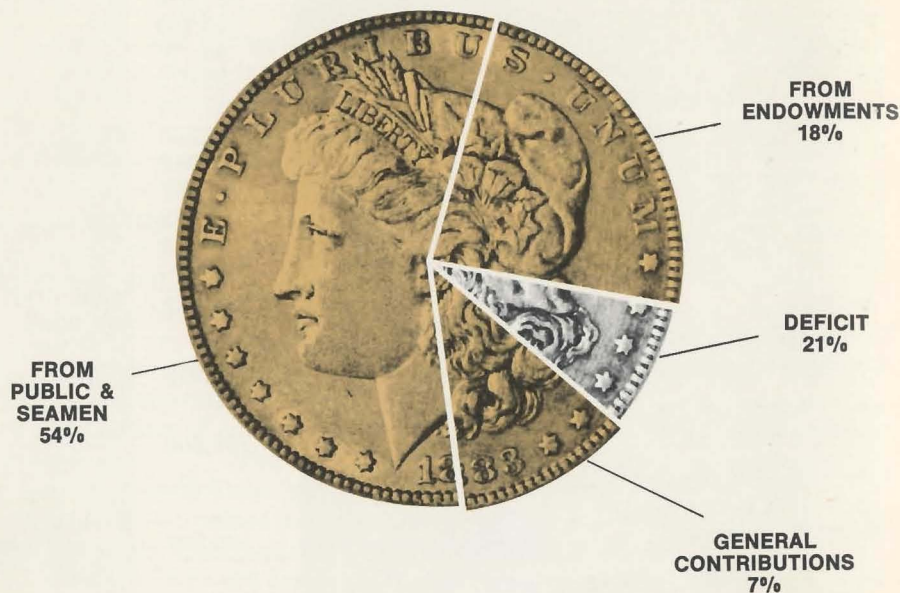
() Denotes red figures

The Condensed Statement of Operating Income and Expense for the year 1972 derived from the books and records is set forth above. Audited financial statements will be available at the Institute for inspection upon completion.

Respectfully,
Richard F. Pollard, Treasurer

SOURCES OF INCOME / 1972

OPERATING BUDGET \$2,796,608



OPERATIONS FOR SEAMEN

Totally Subsidized

Library
Game Room
Alcoholics Assistance
Ship Visitation
Religious Activities
Missing Seamen Bureau

Partially Subsidized

Baggage Room
Credit Bureau
Adult Education
The Lookout
International Seamen's Club
Mariners Int. Center,
Port Newark
Women's Council

Nominally Self-Supporting

Hotel
Food Services

SUMMARY OF SERVICES IN 1972

AT 15 STATE STREET	1,583	American and foreign ships visited and welcomed.
	9,133	Seamen, representing 33 foreign nations, entertained in the International Seamen's Club.
	201	Services held in the Chapel.
	25	Missing seamen located.
	98,915	Rooms available for occupancy by merchant seamen for the year.
	446	Seamen and members of the community enrolled in the Roosevelt Institute's adult education courses.
	1,274	Students enrolled in the Merchant Marine School (Deck—211; Engine—167; Radar—960)
	38,173	Readers used the Conrad Library.
	85,272	Books and magazines distributed aboard ships.
	7,808	Pieces of luggage handled.
AT PORT NEWARK	601,845	Restaurant meals served.
	4,283	Information Desk contacts.
	1,560	People attended Monday night films.
	4,870	People attended special events, exhibits, etc.
	19,997	Visits to the Physical Education facilities.
	10,265	Christmas gift boxes placed aboard ships. (6,565—N. Y.; Port Newark—3,700)
	2,500	Seamen used playing field; 44 official soccer matches and track and field competitions held.
	2,017	American and foreign ships visited, including American and foreign tanker ships.
	15	Religious services provided in the Center.
	48,000	Seamen in some way served through the staff at Port Newark.
1,987	Men taken to dances at Seamen's Church Institute, New York.	
34,369	Letters mailed for seamen.	

Seamen's Church Institute of N. Y.

15 State Street

New York, N. Y. 10004

Address Correction Requested

ST. JOHN'S CHURCH
ALBANY, N. Y.



*Someday, after mastering the winds, the waves, the tides and gravity,
we shall harness for God the energies of love, and then, for the
second time in the history of the world, man will discover fire.*

Teilhard de Chardin