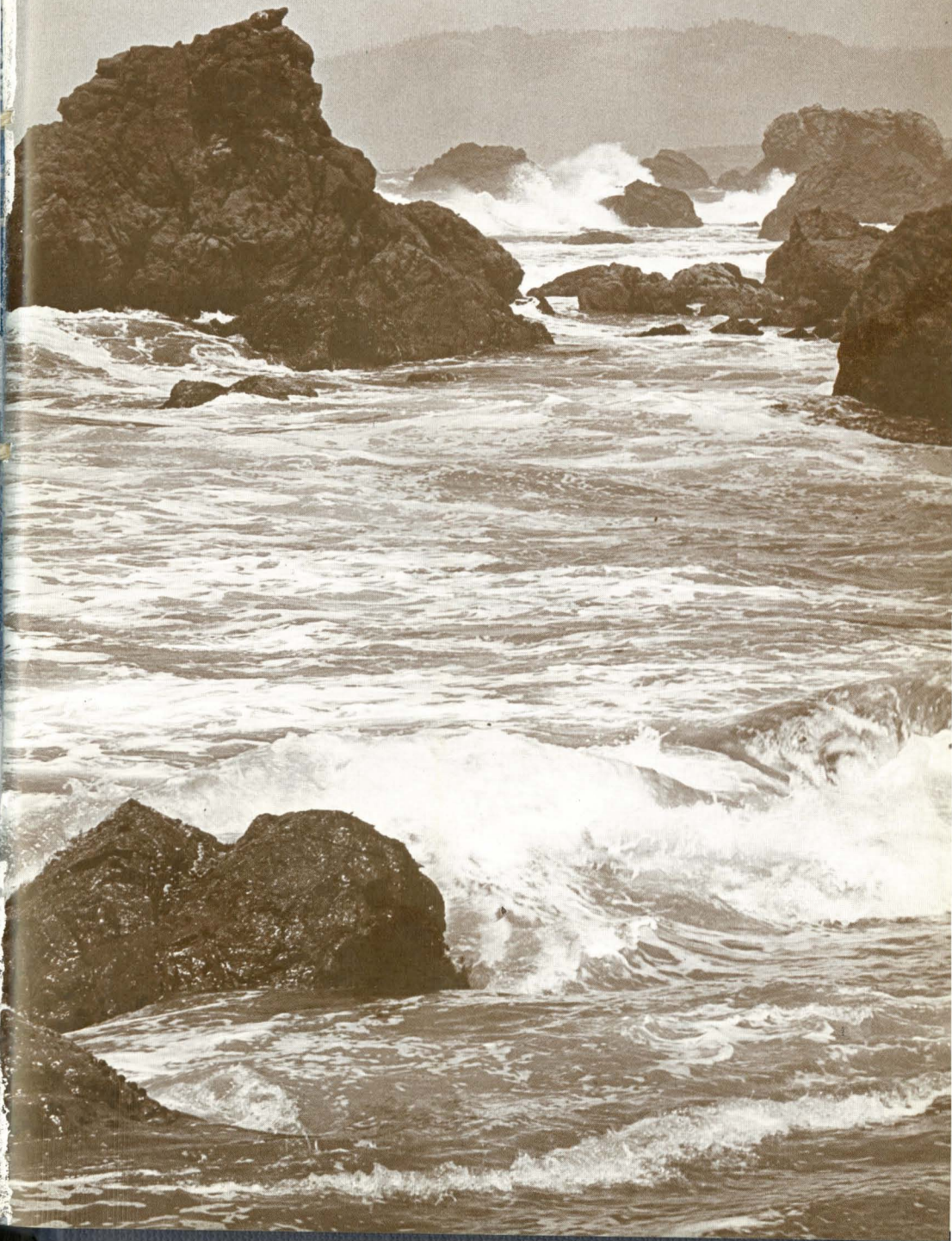




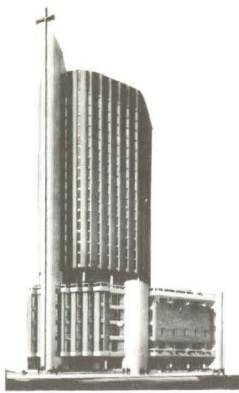
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

NOVEMBER 1977



The Program of the Institute



Seamen's Church Institute
15 State Street, N.Y.C.

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 350,000 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.

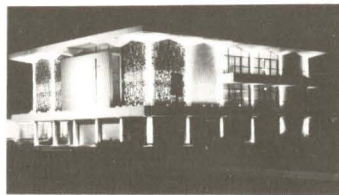
First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range

of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

More than 2,300 ships with over

90,000 men aboard put in at Port Newark annually, 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, designed and operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted by night) for games between ship teams.



Mariners International Center (SCI)
Port Newark/Elizabeth, N.J.

Although 60% of the overall Institute budget is met by income from seamen and the public, the cost of special services comes from endowments and contributions. Contributions are tax-deductible.

the LOOKOUT

Vol. 68 No. 9

November 1977

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
15 State Street, New York, N.Y. 10004
Telephone: (212) 269-2710

The Right Reverend
Paul Moore, Jr., S.T.D., D.D.
Honorary President

John G. Winslow
President

The Rev. James R. Whittemore
Director

Carlyle Windley
Editor

Published monthly with exception of July-August and February-March when bi-monthly. Contributions to the Seamen's Church Institute of New York of \$5.00 or more include a year's subscription to The Lookout. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00. Second class postage paid at New York, N.Y.

© Seamen's Church Institute of New York, 1977

US ISSN 0024-6425



Institute Gets New Bus

For two special reasons, Monday, October 3, was a particularly happy day here at SCI. First, the Institute received a much-needed new mini-bus. Second, the bus was made possible by a grant from the International Transport Worker's Federation (I.T.F.) in support of the Institute's work on behalf of seamen of all nations entering the greater Port of New York/New Jersey.

The National Maritime Union (N.M.U.) sponsored the funding request to the I.T.F. and it was through its efforts that I.T.F. made one of its first grants to an American-based international seamen's agency. The N.M.U., America's largest seamen's union, is increasingly concerned about the welfare of foreign seamen entering our ports, and particularly those sailing aboard some "flag of convenience" vessels.

The Institute has long ministered to

N.M.U. vice president James J. Martin meets convalescing seaman Carl Wass prior to Mr. Wass taking the first trip in a new mini-bus given to SCI by the International Transport Workers Federation. Mr. Martin presented the bus on behalf of the I.T.F. and as a representative of the sponsoring body for the Institute's funding request. Joining in the presentation were SCI director Father James R. Whittemore (left) and Chaplain George Dawson (far right), manager of SCI's Mariners International Center in Pt. Newark/Elizabeth, N.J.

the many special needs of these seamen as well as those of all other nationalities; and is gratified to find I.T.F. and N.M.U. recognition and support of its work.

N.M.U. vice-president James J. Martin joined the Institute director and board members as the bus was launched by convalescing seaman Carl Wass. Seaman Wass is recovering from an injury received aboard ship, and one of the many uses for the bus will be to make runs to hospitals and clinics.

More importantly, the bus will be used on the waterfront as SCI ship visitors make their daily rounds, visiting ships,

delivering books and magazines; and in the evenings, transporting men to our soccer field and Mariners International Center in Port Newark/Elizabeth, N.J. — where evening transportation is virtually non-existent.

Trips into Manhattan and 15 State Street will also be made so that seamen can see the Big Apple before they are outward bound.

Certainly, from the seamen's point of view, "Big Blue" will be a reassuring sight, for on her sides is labeled **Seamen's Church Institute of N.Y.**, and on the back:

gift of the
Seafarers' Welfare Fund
of the
International Transport Workers
Federation
- I.T.F. -

... truly a working symbol of hands across the sea — in this case, on wheels.



Three other visitors to the Institute (who also happened to be present for our new mini-bus presentation) were Dr. Sabino Scarponi — Director General of the Italian Merchant Marine, Mrs. Romola Vicchi — Executive Secretary for Voluntary Agencies in Italian Services, and Mr. Michael R. Clement — Director of Public Relations for United Seamen's Service.

All three met with SCI Director, Father James Whittemore for a broad-ranging discussion on the welfare of international merchant seamen. Later they toured the building, reviewed current Institute programming and met with several other staff members.

Dr. Scarponi was enroute to Washington where he planned to discuss a variety of matters concerning Italian seamen. Mrs. Vicchi planned to visit and meet personnel at a number of other social service agencies headquartered in New York; and effective November 1, our good friend Mike Clement and his lovely wife and children will be located in Venezuela, where Mike has been named the Director of United Seamen's Services at Port Cardon.



(Left to right) Dr. Scarponi, Father Whittemore, Mrs. Vicchi, Mr. Clement.



Welcome Aboard

The Seamen's Church Institute is pleased to welcome Mrs. Robert (Zelda) Mueller as its new development director. Her work will include a broad range of development projects at the Institute; and her business experience, management ability plus knowledge of ships and life at sea makes her particularly suitable for the job.

In fact, Zelda, as she is generally known throughout the business community, is a real "ship nut." She is the daughter of an old sea dog and has had a life-long passion for all things maritime.

Zelda was the co-ordinator of this year's NYC Harbor Festival, and prior to that, worked with Mr. Frank Braynard as a principal staff member and ship co-ordinator for NYC's mammoth bicentennial Operation Sail '76.

She is also a member of the Maritime Trades Educational Advisory Commission and is active in a number of ship preservation projects.

Her life has always been a busy one including a stint as a Captain in the U.S. Army (the Navy wouldn't accept her at the time), followed by a career in business as well as being a full-time wife and mother ... but always keeping in touch with the seafarer's life.

In commenting on her new job, her eyes sparkled as she said, "With all the salt water in my veins, how can I help but be happy, busy and right at home. And, just for the challenge, I want it up hill all the way ... with a little time for a laugh or two."

Editor's Note:

This is the tenth of 16 articles in the series "Oceans: Our Continuing Frontier." In this article, Bostwick H. Ketchum turns from a consideration of the oceans' impact on humans to our impact on the oceans, discussing sources of pollution and methods of controlling our poisoning of the seas. Dr. Ketchum is Associate Director of the Woods Hole Institution of Oceanography. These articles, which explore the whole range of human involvement with the sea, were written for COURSES BY NEWSPAPER, a program developed by University Extension, University of California, San Diego, and funded by a grant from the National Endowment for the Humanities.

Through special permission we are offering this course to our readers in monthly installments.

The views expressed in this series are those of the authors only and do not necessarily reflect those of the University of California, the National Endowment for the Humanities, the distributing agency nor this publication.

About the Author:

BOSTWICK H. KETCHUM is Senior Scientist and Associate Director of the Woods Hole Oceanographic Institution in Massachusetts, where he first joined the staff as a marine biologist in 1940. He has also been Lecturer in Biological

Oceanography and as associate member of the department of biology at Harvard University. A specialist in the physiology of algae and in pollution of the sea, he has participated in many studies of the relationship of science to social problems associated with oceans. He is the author of more than 70 scientific papers, including "Marine Fouling and Its Prevention" (with A.C. Redfield), and editor of "The Water's Edge: Critical Problems of the Coastal Zone."



OCEANS: Our Continuing Frontier Lecture 10.

POLLUTION: IS THE SEA DYING?

by
**Bostwick
H. Ketchum**

Oil Pollution Befouls a Beach. A lone man seems almost dwarfed by an oil slick washed ashore on Long Island Beach, after Norwegian tanker *Tamano* ruptured in July, 1972. Although spectacular, such accidental spills contribute less than 10 percent of the total oil in the ocean.

Are the oceans dying? Is man's pollution destroying the vital life-support system of the water which covers three quarters of the earth?

Such dire predictions have been made by some very distinguished people, Jacques Cousteau and Thor Heyerdahl among others. Like many other complex questions, the answer must be yes and no. The patient has symptoms of illness, but this is not a dread, incurable disease. A prescription for recovery and a long and healthy life are well known, but like a child, the ocean cannot treat itself. It is up to us, the human race, to supply the cure if we but have the will and the patience to do so.

Pollution problems are most acute in the harbors, estuaries, and near-shore coastal waters of the world.

These waters constitute no more than one percent of the surface area of the world oceans, and a much smaller fraction of the total volume of seawater. Early civilizations built cities on navigable waters. Cities automatically concentrate populations, resources, and waste materials; and, from the beginning, concentrated waste materials were discarded into the nearest waterways or into the streets or on land, where the next rain would wash them directly or eventually into the sea. The Romans were great engineers and built aqueducts to carry

water for many miles to their cities, but they did not close the natural cycle to return the organic waste to the land from which it had originated. We are still slavishly following this fallacy today.

While these inshore waters are receiving the greatest impact of man's pollution, they are also of the greatest value for man's other desired uses of the ocean. Food organisms abound in them. Some spend their entire life cycle within an estuary; others use inshore waters as breeding or nursery grounds, as routes of migration, or as rich feeding grounds. Perhaps 80 to 90 percent of commercial and sport fish depend upon the estuary for part or all of their life cycles. Some delicacies, like the clam, the oyster, and the crab live out their lives there.

Inshore waters are also in great demand for recreation, and the greater the density of population the more critical it is to have clean beaches, safe swimming, good fishing, and fine boating.

INSULTING THE SEA

What have we done to preserve the value of this resource? We have discharged untreated or inadequately treated domestic sewage, so that many beaches are no longer safe for swimming, and wide expanses of productive shellfishing grounds are closed because the contaminated meats might cause



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

Courtesy of the Phoenix Gazette

human disease. We have discharged toxic industrial wastes which interfere with the life cycle of resident or migratory species of fish. Vast areas would, indeed, be deserts today if it were not for the remarkable ability of seawater to purify itself and to recover from the insults imposed upon it by man's thoughtlessness.

This degradation of the marine environment can be reversed, and is being reversed in many areas. Our engineers know how to treat domestic sewage so that the effluent can be safely released into adjacent waters; how to treat industrial wastes so that the objectionable materials are recovered — in some cases at a profit.

However, not everyone has learned yet that the only real solution is to close the cycle as nature does automatically and has done since the origin of life on earth. The organic material and plant fertilizers in purified domestic pollution can, and should, be returned to the land to stimulate plant growth in parks, forests, and even agricultural lands. Our mineral resources are not inexhaustible and should be recovered, reused rather than being discharged at sea where they are forever lost.

Recycling of everything possible should be our ultimate goal, though it will clearly not be easily attainable or cheap. It is the only true solution to the problems of pollution.

POLLUTING THE HIGH SEAS

But what of the open oceans, the high seas beyond the edge of the continental shelf where the depth of water exceeds 600 feet? Since the average depth of the ocean is about two miles, more than 99 percent of the seawater occupies this open ocean space. We have, until recently, firmly believed that our puny efforts could not affect this vast sea. The first atmospheric test of an atomic bomb over Bikini in 1946 shattered this illusion. Soon the radioactive fallout from this and later tests was identified not only near the test site but throughout the ocean.

Since then, scientists have looked for, and found, other man-made pollutants in the open ocean thousands of miles from shore.

Which pollutants are of prime concern in these deep offshore waters? Domestic pollution, of great concern in shallower waters, is recycled by the natural marine ecosystem long before it reaches the open sea. Many of the toxic heavy metals are precipitated and do not move very far in the oceans.

Most of the deep sea pollutants are carried in the atmosphere. Among them are fallout radioisotopes, mentioned above, and the products of the combustion of fossil fuels, both coal and oil, which include many toxic heavy metals as well as oxides of carbon, sulfur, and nitrogen.

Perhaps most critical of all are the artificial organic compounds man has created, such as the insecticide, DDT and polychlorinated biphenyls. These exotic, organic compounds are of particular concern because they are nowhere produced in nature, and the ecosystem has not evolved mechanisms to recycle them as adequately as it does natural products.

OIL POLLUTION

Oil pollution of the oceans originates from many sources, including tankers traveling from the large producing areas in the Near East to the heavy users in industrialized areas, such as the United States, Northern Europe, and Japan.

The routine operations of ships add directly to the oceans nearly two million tons of oil annually — about one-third of the total input, but nearly ten times more than the accidental spills which receive so much publicity. Thor Heyerdahl reported visible evidence of oil pollution on 43 days of his 57-day drift across the Atlantic on the papyrus raft, *Ra*.

Crude oil is a complex mixture of many compounds, some of which are very toxic to marine organisms. These are even more concentrated in refined fuel oils, and inshore spills of these have deci-

mated marine populations and lesser effects persist for several years.

When crude oil is discharged in the open sea, some evaporates, some dissolves in the water, and some forms a surface slick which gradually weathers, producing tar balls as the persistent end product. These, ranging from droplet to football size, sink to the bottom or accumulate on beaches where they are more of a nuisance than a hazard. Oil is ingested by marine organisms and decomposed by marine bacteria — how fast or how effectively is not yet well known; but, if oil were not recycled in this way, a thin film would cover the entire ocean.

Although contaminants have been identified throughout the world ocean, there is no proof that they have damaged the marine ecosystem except in local, inshore waters. All of them are now under some control or regulation. None of these controls is perfect, and only time will tell whether they are adequate to protect the vast areas of the ocean from degradation.

NEXT ISSUE: William T. Burke, Professor of Law and Marine Studies at the University of Washington, considers the question of who owns the sea as he discusses the complicated issues involved in the "Law of the Sea."

WE'RE KEEPING OUR PROMISE, MR. MURPHY

When retired seaman, John Murphy of Sailors Snug Harbor, Sea Level, N.C., visited us recently, one of his first stops was our Seamen's International Club. There he was warmly welcomed by our lovely club manager, Gladys Cabrera, and we happened to take their picture. Mr. Murphy made us promise to publish the photo to prove that he was at the Institute. We suspect the real reason for his request was because of the pretty lady by his side. We think that's a good enough reason.



The American Merchant Mariner's Memorial, the first national monument to honor the thousands of merchant seamen who lost their lives while serving their country in war and peace during the nation's 200 year history, will be located on the waterfront of New York Harbor.

The four-foot high model (shown below) depicts a white steel structure standing in the shape of four 25-foot high ships' bows pointing to the four points of the compass. It is intended that they will surround a perpetually illuminated flag-pole to serve as a beacon for all ships entering the harbor.

Under present plans, each bow will be built by a shipyard representing the nation's four coasts — the three saltwater coasts and the Great Lakes; so that, structurally, as well as symbolically, the memorial will represent each shipping region of the United States.

The new seamen's monument will be built by The American Merchant Mariner's Memorial, Inc., a non-profit organization composed of major elements of the United States maritime industry. The newly formed corporation is headed by Congressman John M. Murphy, Chairman of the House Merchant Marine and Fisheries Committee and Robert J.

Blackwell, Assistant Secretary of Commerce for Maritime Affairs, as Co-Chairmen, and will be headquartered in the World Trade Center.

Capt. Thomas A. King, President of the American Merchant Mariner's Memorial, and Eastern Regional Director of the Maritime Administration, said that the decision to build the memorial was taken to increase public awareness of the *many critical sacrifices made by our merchant seamen; and this country's dependence on shipping and merchant seamen in war and peace.*

The original design of the memorial was conceived by architect Lester Samsen, a Vice President with the Manufacturers Hanover Trust Company in New York City. Plans and specifications to fabricate the Memorial were contributed by J.J. Henry, the well-known New York naval architectural firm.

For further information on the Merchant Mariner's Memorial, or for those wishing to help bring it to reality through their support and assistance, please write to:

American Merchant Mariner's
Memorial, Inc.
P.O. Box 629
Church Street Station
New York, New York 10008



**American
Merchant
Mariner's
Memorial**

First Alaskan Oil Arrives in U.S. Via Sea-Land Containership



The *first* barrel of Alaskan pipeline oil reaching the Continental U.S. arrived in Seattle, Washington, in late August aboard the *S.S. Galveston* containership operated by Sea-Land Service.

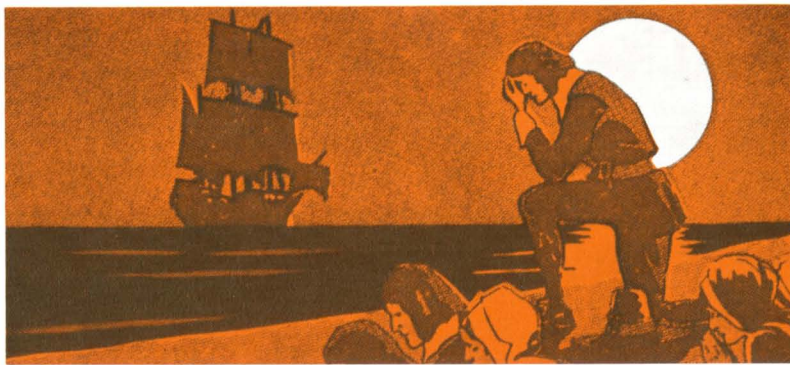
Painted red, white and blue, the drum held the first 30 gallons of oil to reach the southernmost point of the pipeline in Valdez, Alaska. The barrel was transported over-the-road from Valdez to Sea-Land's port terminal in Anchorage, Alaska, and then was loaded aboard the *Galveston*.

From Seattle, the oil was transported by a West Coast trucking firm to Newton, Iowa, where limited quantities of

mementos are being manufactured to be made available to the public.

Oil will be drawn from the barrel in small amounts and placed in special glass tubing, which in turn, will be mounted on numbered memorial plaques. The first of these plaques will be presented to President Carter by OMAR (Organization for the Management of Alaskan resources) and the Valdez Chamber of Commerce.

Serving Alaska since 1964, Sea-Land carried much of the drilling equipment and consumer goods to Alaskan project sites throughout the construction of the pipeline, and thus, felt a "personal" link to the first barrel of Alaskan pipeline oil.



Thanksgiving



According to our history books, many of America's great Thanksgivings have fallen in times of our country's severest struggles. Yet, the Puritans, even in their time of dire need and danger were possessed of life's greatest source of joy — a thankful heart.

And how often are thankful people those, who regardless of their circumstance, find the goodness and warmth of life in the small or simple things ... be it a starfilled night above the open sea, a modest income simply spent, or the joy known from a stranger's unexpected smile.

That is why in celebrating this year's Thanksgiving, perhaps we can all recapture the spirit and reality of earlier harvest festivals ... coming to our tables in gratitude and celebrating the day with a thankful heart ... which belongs to everyone.

Happy Thanksgiving



Paper silhouette by Mrs. Agnes Choate Wonsen

a tasty seafaring tale by Josephine M. Opsahl

Sailor Sam came home to find his lazy wife, Anna, again had prepared only corn meal mush for dinner. He was hungry and tired and angry. Well, he would show her!

He dumped the mush back into the kettle, emptied the molasses cruet on top, then the contents of the sugar bowl, the slice of butter on the plate, and the cup or so of milk in the pitcher and a shake of salt. By now his enthusiasm for showing Anna how to cook was wearing down, and the contents in the kettle did not look appetizing.

Ransacking a cupboard drawer, he found a cake of yeast. Reading the directions on the label, he broke it into small pieces in a cup of luke warm water. He added the yeast to the corn meal mixture and some flour. As he beat the mixture together, he added more and more flour from time to time, all the time muttering to himself, "Anna, damn her, Anna damn her." As he beat the mixture, his mutterings became less and less distinct, "Anadama — Anadama."

He let the mixture rise according to the directions on the yeast cake wrapper and molded it into one big loaf. In fact, it was so sticky, he rolled it in corn meal before baking it.

Today we know Sailor Sam's concoction as *Anadama Bread*. Today many cook books have recipes for this flavorful bread. None, however, tell us whether Anna changed her lazy habits so that she prepared good meals for Sailor Sam. But for a tasty nautical touch at this year's Thanksgiving dinner try adding this version of *Anadama Bread* from *Betty Crocker's Picture Cook Book*.

Anadama Bread



- Add to** 1½ cups boiling water
1 tsp. salt, and
1/3 cup yellow corn meal,
and cook for a minute
or two
- Stir in** 1/3 cup molasses, and
1½ tbsp. shortening.

Let cool.

Crumble 1 cake yeast into ¼ cup lukewarm water.

When cool, add the yeast to the corn meal mixture, and beat well.

Gradually add 4 to 4¼ cups of flour. Mix with hand. (It will be sticky).

Follow standard directions for making bread.

After loaf has been molded, brush with butter and dust with corn meal.

It makes one large loaf. Bake at 375° for 40 to 50 minutes.

HOW THE "GREAT" CONSIDERED SEAPORTS

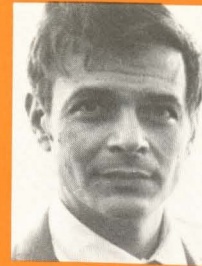
by Carsten Ahrens

For the "kids" of all ages who might be home for Thanksgiving.
This is a tough one, but fun.

MATCH:

- | | |
|---|--|
| 1. ___ Ezekiel
(Circa 620 - B.C. 572) | A. "And this is good old Boston,
The home of the bean and the cod,
Where the Lowells talk to the Cabots
And the Cabots talk only to God" |
| 2. ___ Horace
(65 B.C. - 8 B.C.) | B. "To the glory that was Greece
And the grandeur that was Rome" |
| 3. ___ St. Paul
(1st Century A.D.) | C. "Boys and girls together, me and Mamie O'Rourke,
Tripped the light fantastic on the sidewalks of New York" |
| 4. ___ Mary Tudor
(1516-1558) | D. "When I am dead and opened, you shall find Calais
lying in my heart" |
| 5. ___ Shakespeare
(1564-1616) | E. "When you think about the defense of England
you no longer think of the chalk cliffs of Dover" |
| 6. ___ Colley Cibber
(1671-1775) | F. "It is not everyone that can get to Corinth" |
| 7. ___ Lord Byron
(1788-1824) | G. "Where Venice sate in state,
Crowned on her hundred isles" |
| 8. ___ Edgar A. Poe
(1809-1849) | H. "Ye men of Athens, I perceive that in all things
you are too superstitious. For as I passed by,
and beheld your devotions, I found an altar with
this inscription, TO THE UNKNOWN GOD" |
| 9. ___ C. Bossidy
(1860-1928) | I. "The aspiring youth that fired Ephesian dome*
Outlives in fame the pious fool that raised it" |
| 10. ___ J.W. Blake
(1862-1935) | J. "Can't you 'ear their paddles chunkin'
from Rangoon to Mandalay" |
| 11. ___ R. Kipling
(1865-1936) | K. "We fought the bear before, and while
Britons shall be true,
The Russians shall not have Constantinople" |
| 12. ___ G.W. Hunt
(Song written in 1878) | L. "Dr. Foster went to Gloucester
in a shower of rain" |
| 13. ___ S. Baldwin
(1867-1947) | M. "In such a night
Stood Dido with a willow in her hand
Upon the wild sea banks, and waft her love
To come again to Carthage" |
| 14. ___ Anonymous
(? - ?) | N. "O thou Tyre, that art situated at the entry of
the sea ... merchant of the people for many isles ...
Thy borders are in the midst of the sea,
thy builders have perfected thy beauties" |

*Temple to Diana ... one of the Seven Wonders of the Ancient World in Ephesus



Mr. Goldmark

week as ocean transportation is the area's basic industry.

Peter C. Goldmark, Jr., new Executive Director of the Port Authority of New York/New Jersey, amplified this point in his welcoming remarks at a special program opening the week's activities. Following his remarks, Clifford O'Hara, Port Authority Director of Port Commerce, narrated an audio-visual presen-

Shown "aboard ship" (l. to r.) Mr. Peter C. Goldmark, Jr., Executive Director, Port Authority of New York/New Jersey — Father James R. Whittemore, SCI Director — Mr. Clifford O'Hara, Director of Port Commerce — Mrs. Zeldia Mueller, SCI Development Director



ANSWERS: (from page 14)

- | | | | |
|------|----------------------------|-------|------------------------------|
| 1. N | "Book of Ezekiel" 27:2,3 | 6. I | "Richard the Third" |
| 2. F | "Epistles" | 7. G | "Childe Herold's Pilgrimage" |
| 3. H | "The Acts" 17:22,23 | 8. B | "To Helen" |
| 4. D | "Chronicles" by Hollinshed | 9. A | "From a Toast (1910)" |
| 5. M | "Merchant of Venice" | 10. C | "The Sidewalks of New York" |
| | | 11. J | "Mandalay" |
| | | 12. K | "Song" |
| | | 13. E | "Speech, July 30, 1934" |
| | | 14. L | "Nursery Rhyme" |



SINS OUGHTA BE FORGIVEN

The very first time the mate of THE GULL
Stowed too much demon rum away
An entry was made in the vessel's log:
The Captain wrote, MATE DRUNK TODAY.

Sober, the Mate appealed his case:
The entry would haunt him like a ghost,
Few other ships would hire him after
The probable loss of his present post.

But the temperant Captain was firmly held
To righteous fact like a bone by its dog.
The Mate said nothing but bided his time
Till it came HIS day to keep the log.

His pen recorded a simple fact
For all to read who came that way:
Of the one who never touched drink at all
He wrote, THE CAPTAIN IS SOBER TODAY.

Lloyd Stone