



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



JUNE 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.

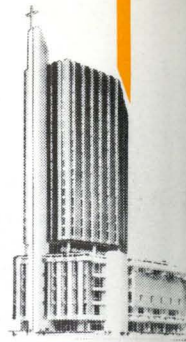
More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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.

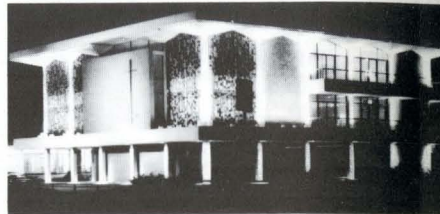
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

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

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

John G. Winslow
President

The Rev. John M. Mulligan, D.D.
Director

Carlyle Windley
Editor

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COVER: VATERLAND/LEVIATHAN docking at Hoboken at end of maiden voyage.

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Photo Credit — Pics of VATERLAND/LEVIATHAN — courtesy of Frank Braynard



Author Tells Tale of "World's Greatest Ship"

Retired seaman "Eddie" Jones
LEVIATHAN engineer (L) talks
with author Frank Braynard.

If every man has one great passion in life, then for Frank O. Braynard, author, program director for the South Street Seaport Museum and long-term friend of SCI, it has to be passenger ships in general and the great ship, the *Leviathan*, in particular.

Lectures at SCI

During a recent lecture at our Conrad Library here, Mr. Braynard noted that as a first grader he could spell and write the word "Leviathan" before he could spell or write his name.

His initial interest in this ship of

ships was sparked by a husband/wife team of teachers, one of whose brothers had been the Executive Officer of the "*Levi*" during World War I. Throughout his life Mr. Braynard's passion for the *Leviathan* has grown with increasing enthusiasm. He is an insatiable collector of all things connected with her including documents, artifacts, photographs and stories.

Naturally, such a lasting love affair had to finally realize itself through the recent publication of the first of four volumes chronicling the heroic life of

this "the world's greatest ship."

The task of publishing such a work has not been an easy one because few publishers would consider printing four volumes on one vessel; particularly when the final product would retail at \$20 per volume. But the author has remained undaunted, raising the money himself through private support. As he noted in his talk here "... the *Leviathan* was a great and gracious lady; it wouldn't be right to cut her down just for money."

Gives Book to Library

After his lecture, Mr. Braynard presented a signed copy of his first volume to the Conrad Library. Inscribed on its frontispiece is a dedication to the late Mrs. Minnie O'Connell. Mrs. O'Connell was a staunch supporter of the Institute and had also sailed aboard the *Leviathan* while in the employ of U. S. Lines. She was one of the more than 800 crewmen and passengers the author interviewed while doing research for the book.

Volume One is a large, handsome edition, profusely illustrated with more than 50 pages of photographs and dia-

grams as well as some 20 fancy letter chapter openings drawn by the author — who is also an accomplished artist.

LOOKOUT Special

Realizing the unique quality of this definitive ship biography and recognizing our readers interest in things nautical, we asked Mr. Braynard if we might receive special permission to publish the preface from his first volume. He not only graciously agreed, but he also supplied us with a selection of photographs taken during the *Leviathan's* (then the *Vaterland's*) maiden voyage. Most of these photographs have never been published, even in the author's book, and thus make this edition of *The Lookout* a true "collector's item."

Readers interested in obtaining the first or future volumes of *The Leviathan* may do so by writing Mr. Braynard at 98 Dubois Avenue, Sea Cliff, Long Island 11579.

The author is also interested in making new contacts with other crewmen or passengers who sailed on this great ship. After all, as he notes "... there are still three volumes forthcoming."

from the preface of *THE LEVIATHAN*, Vol. I

Frank O. Braynard

Aside from all the exciting moments, the many "firsts" and the stream of adventure that makes the *Vaterland/Leviathan* story interesting, there is an intangible attraction that has drawn me to her. It is the pathos enshrouding her life. So human, so like a living thing she was, and so transitory, so much a creature of fortune, a setting for contrasts. Even in her great moments, and there were many, she was target of sarcasm. Even in her days of

white-elephant neglect, she was a thing of awe, a loved presence. A creature of mass and beauty, she was an extraordinary entity. Like the Great Pyramid or Chartres she represented much more than the total of her parts. Unlike these architectural masterpieces her span was brief. This perhaps, above all, impels me to attempt to document her short appearance on life's sea.

As the *Vaterland*, her detractors were loud, although in size and in many

The *VATERLAND* docking at Southampton; completing the first lap of her maiden voyage (1914) to America.

THE MANY FACES OF THE *VATERLAND/ LEVIATHAN*

Mr. Braynard presents single copy of his book to SCI librarian, Douglas Whiddon.



features she was an advance over other ships. In Germany she was looked down upon by anti-Jewish high society as an ostentatious bauble of the newly-rich. Abroad she was disparaged as tubby, big-but-slow, hard to handle and garish. One high purpose behind her introduction into Atlantic service in mid-1914, her owner's determination to give substance to his conviction that peace between Germany and England could be maintained, went unrecognized and, to my knowledge never before has been brought out. Then during her years of internment the deteriorating queen took on a new character. To some she was the center of spies where bombs were being made and plots hatched. Or she was a symbol of the embattled, blockaded homeland, a rallying point for fund raising for starving German war victims.

With America's entry into the war she was the victim of one of history's most pitiful rapes, her rich adornments were despoiled both by outright and by legalized thievery. During the war she was denounced as a potential death trap for troops, as top heavy, as unsafe—all hogwash. But it was as a troop carrier that she came to win her most undisputed appreciation. In 1919 the Secretary of War ebulliently described her as "the greatest ship in the world," a phrase her peacetime owners picked as her slogan. When all the boys were home, the *Leviathan* endured a three-year eclipse and was the subject of many misadventures. Despite valiant efforts by William Francis Gibbs, she was pictured as being allowed to fall into disrepair. She became the target of political attacks. While foreign ships were returned to service, she sank into the Hoboken silt. Newspapers invented stories about giant rats aboard. There

was even a cry that she should be taken out and sunk. America couldn't operate her and shouldn't try.

Then it was determined to recondition her. This was done magnificently and with sparks in all directions. In her career as the American sea queen, largest liner ever to fly the U. S. flag, before or since, she reached heights of success on many fronts and plumbed the depths of failure. Genius and stupidity, brilliance and ineptitude, dedication and indifference — the gamut of high mindedness mingled continually with flagrant evidences of human weakness in the hectic happenings that befell the *Leviathan* — each spotlighted by the press. She was both one of the finest examples of how a government could run a utility and a profligate display of all that's bad in government control. She was the world's largest ship and yet she wasn't. She was the world's fastest ship and yet she wasn't. Her inexperienced management was attacked by private U. S. shipowners who opposed government operation. They were also run ragged by nationalistic foreign rivals boasting eons of experience and the finest crews and who were not bothered by Prohibition. But the *Leviathan* probably did have the world's finest cuisine, and she really was the "in ship" of the era. She carried an average of 995 passengers a crossing over 12 years of service, the highest average list of any of the six largest ships afloat. James T. Callahan, one of her engineers, summed up her career:

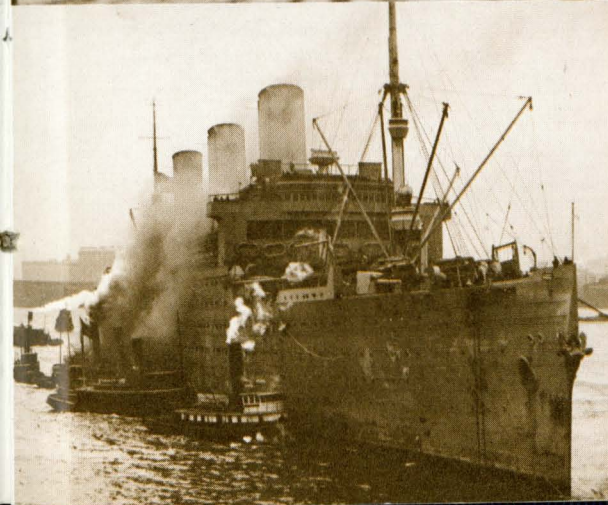
"She was many things to close to a million people, all good things. To an extraordinary degree she inspired affection. If there is such a thing as the inanimate having charisma, she had it."

F.M.

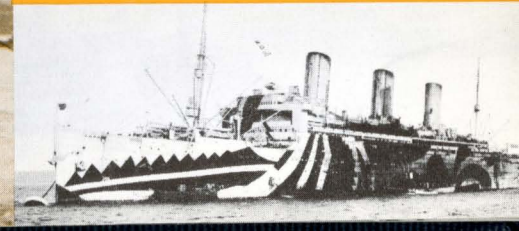
The *LEVIATHAN* as she re-appeared as the largest liner ever to fly the U.S. flag following World War I.



Unpainted but undaunted, the troop ship *LEVIATHAN* coming in to New York on her final return from the war.



The U.S.S. *LEVIATHAN* serving as a camouflaged troop ship during World War I. Here she is at anchor in Brest, France.



Scenes from Vaterland's Maiden Voyage

The entrance to the first class social hall. First class areas boasted a lavish display of original works of art, many of which were from the Kaiser's personal collection.



The cover from the reputedly one remaining passenger list of the VATERLAND's maiden voyage.



The teutonic smoking room complete with stained glass leaded windows and fireplace.

Another view of the Ritz-Carlton with its famed 31-foot domed ceiling and elegantly appointed tables on which was served the "finest food afloat."



The famous Palm Court and upper level Ritz-Carlton, two of the most luxurious rooms ever to be built into a ship. The rooms were so spacious that all 700 first class passengers could dine at one sitting.

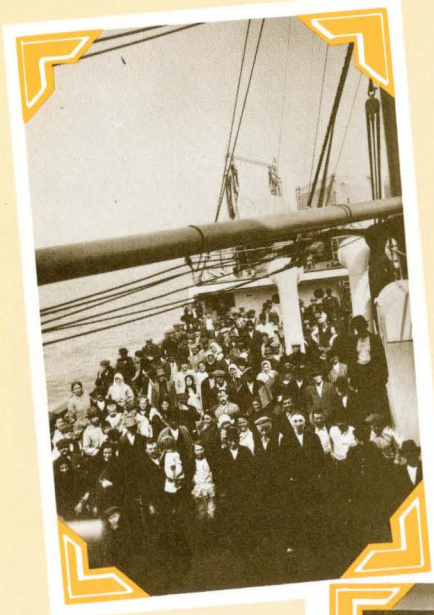


The Kaiser himself located in front of the orchestra stand so that he might have a commanding view of the sumptuously decorated and detailed social hall.

The private veranda of the imperial suite enclosed so that its guests might enjoy the sea air without having to go "on-deck."



A group of immigrants traveling steerage on the VATERLAND's maiden trip to America. The VATERLAND was the first liner to have a dining room, washing facilities, and true cabins in steerage.



The social hall at night — transformed into a magnificent ballroom replete with parquet floors.

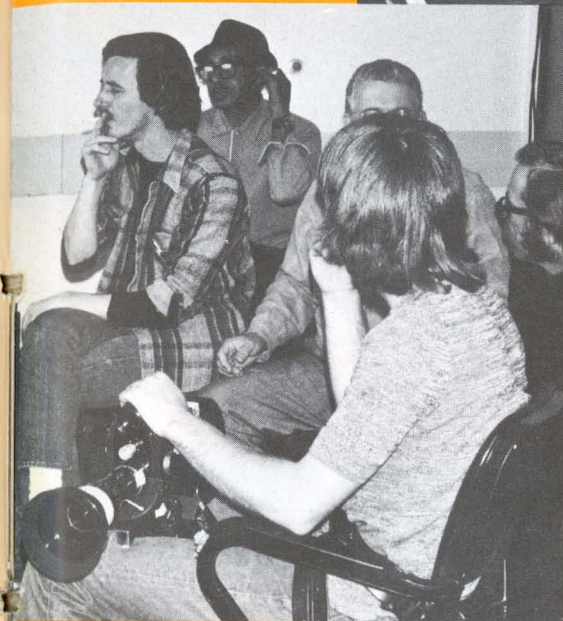


ON CAMERA



Cameras whirred while merchant seamen held a roundtable discussion on forthcoming (May) NMU elections and their implications for its membership.

The session was being shot as part of a program being prepared by NPACT (National Public Affairs Center for Television) of Washington, D. C., for airing on public television.



Seamen and Cameramen take a break from the glaring kleiglits.

Women's Council volunteers busily preparing thousands of copies of the Council's Spring Newsletter for mailing to volunteer workers and supporters throughout the country.

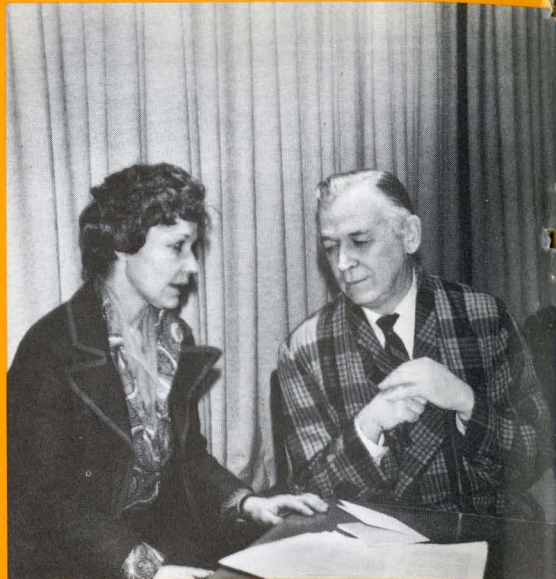


A scene from "The House That Jack Built" one of two plays presented for seamen, staff and members of the community during the Lenten season.

This particular play was concerned with the problem of personal illness as it affects the individual and his relationship to others. ▶



Panelists participating in a "Business Partners Around the Globe" seminar on Iran. Pictured left to right are M. Abolhassan Mirbaha — Commercial Counselor for the Iranian Economic Mission; Roberta Sachs, NYS Department of Commerce, International Division; Albert L. LaLonde, Assistant Treasurer of Chase Manhattan Bank; Helen Lange, United Nations Association of New York. The seminar is one of a series held under the auspices of SCI's Roosevelt Institute. ▼



The Hittels Say Good-Bye



When Anna and Al Hittel recently celebrated their "retirement" date here at the Institute, it hardly seemed possible that they had each been working at SCI for more than 30 years.

In fact, Al was a young man of 24 when he first came to the Institute, 45 years ago: and Anna joined us in 1940.

Their gentle and happy nature won

the respect and admiration of all who met them; particularly the seamen and visitors to the Institute.

In addition to the regular good-bye festivities, their retirement day also included a special party organized and given exclusively by a number of their seamen friends.

VOLUNTEER KNITTER GROWS OWN WOOL



It isn't often that a volunteer here in our Women's Council mails knitting instructions to a guild member and gets a return letter asking if she may use her own wool.

This is exactly what happened in the case of Mrs. William L. Sweet of Shrewsbury, Mass.

Mrs. Sweet explained that her daughter keeps sheep on their farm for shrubbing the fields (nature's lawnmowers). In the Spring the sheep are sheared and the wool is either sent to market or processed and dyed for home use.

Over the years, all the family blankets and sweaters have been made from their home grown wool.

Mrs. Sweet thought it would be nice

if she could knit her sweaters from wool from the family farm. She sent a sample for approval. Our Women's Council director, Ms. Constance West's affirmative reply can only mean that a number of seamen will receive some incredibly beautiful sweaters this coming Christmas.

Alas, we are sorry to report that wandering dogs have often invaded Mrs. Sweet's daughter's beautiful farm, "Stone Meadows" and have attacked and killed a number of their flock.

However, recently the nearby town has passed a "leash law" so we are optimistic that this Spring's new lambs will someday make their gift of wool for Christmas sweaters for merchant seamen.



INSTITUTE OFFERS NEW COURSES FOR TOWBOAT OPERATORS

Anticipating the forthcoming new U. S. Coast Guard licensing requirements for towboat and coastwise operators, SCI's Merchant Marine School has prepared and is now offering a new series of study programs for the 100 Gross Tons Inland/Ocean operator and 300 Gross Tons Mate/Master.


The courses are prepared especially for merchant seamen who want to utilize their "time off" between trips to prepare for upgrading examinations. More than 40 different subjects areas can be taught.

Mr. James Mills, director of the Merchant Marine School has designated new faculty member Bruce W. Abugel to supervise the program. Captain Abugel is a graduate of the State University of New York Maritime College and has served aboard both deep sea and inland vessels.

ANNOUNCING . . .

A practical, low-cost and efficient way to prepare for upgrading in

100 Gross Tons Inland/Ocean Operator and 300 Gross Tons Mate/Master



MERCHANT MARINE SCHOOL

Seaman's Church Institute of New York
15 State Street
New York, N.Y. 10004

© Founded in 1916 - Licensed by New York Department of Education & Approved by the Maritime Administration

NEW CORRESPONDENCE COURSE FOR AMATEUR BOATMEN

Editor's Note:

We print the following for those readers who have friends or family (particularly teenagers) who will be spending a great deal of time water skiing, fishing or just "boating" this summer.

"In their continuing effort to educate boatmen in the safer ways of boating, the Coast Guard is offering boatmen a comprehensive correspondence course.

Labeled the Skipper's Course, it contains helpful hints for a successful and safe boating career. The book could very easily be turned into a boatman's handbook for it contains material such as rules of the road, docking procedures, weather warning signals, distress signals, identification of various buoys,

emergency procedures and safety equipment.

Available to the public for \$1.50, the course is really a bargain for the boating information that may someday save your life. After completion of the course and passing the end of course test, "graduates" will be sent a certificate from Coast Guard Headquarters in Washington, D. C."

To receive this instruction in boating, send a check or money order for \$1.50 to:

**Superintendent of Documents
Government Printing Office
Washington, D.C. 20402**

Be sure to include the catalogue number: TD5.2:Sk 3, and the stock number: 5012-0500 on your request.

Charles Leroy McCleary . . . Seaman in the Making

When Charles Leroy McCleary first visited the Institute, it was strictly out of curiosity. He had heard about SCI from other seamen and decided that the next time he came ashore, he would check us out. (We're pleased to learn that we passed his initial inspection.)

What is particularly interesting to us is that seaman McCleary is new to the mariner's life and that he considers his new life important.

Leroy McCleary was born 25 years ago in South Philadelphia. His early life was spent there and in Atlantic City, New Jersey where he graduated from high school.

Naturally his parents greatly influenced his life, but it was his grandparents who particularly guided him.

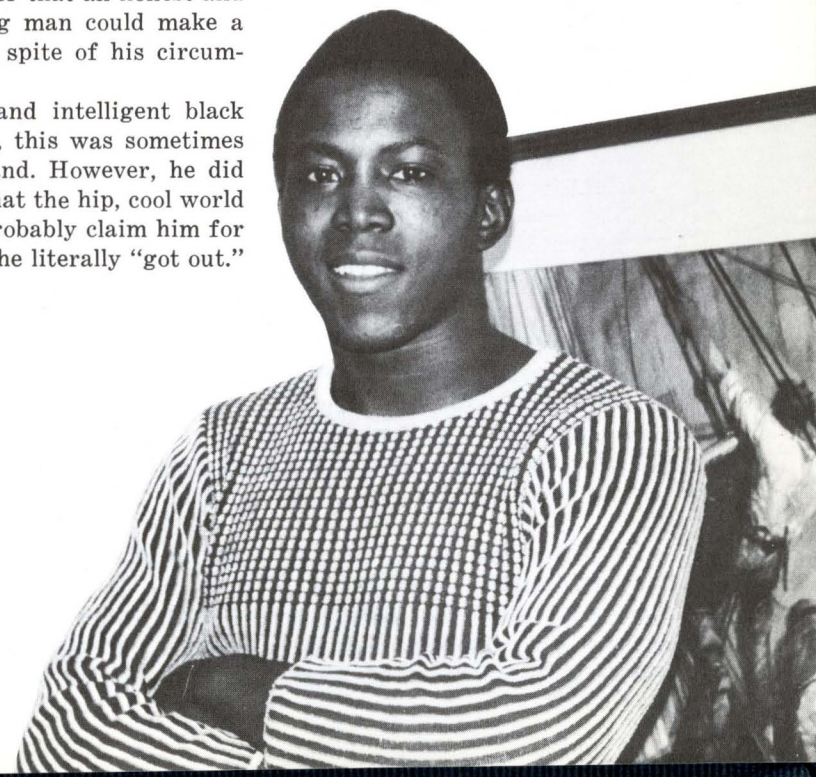
Prior to retirement, his grandfather had spent most of his life working in the Philadelphia Navy Yard, and he was a firm believer that an honest and resourceful young man could make a go of his life in spite of his circumstances.

For a young and intelligent black youth like Leroy, this was sometimes hard to understand. However, he did grow to realize that the hip, cool world he knew would probably claim him for its victim unless he literally "got out."

He heard about possible job openings in the Army Corps of Engineers; made inquiries and this past March signed on. He was assigned aboard a dredge, the *Essayons*, as a messman. (The *Essayons* performs channel maintenance in the New York Harbor/Sandy Hook area.)

While Leroy admits his present job hardly makes him a bonafide seaman, it is a start. He likes his work; the mutual acceptance most seamen have for each other; and, most of all he likes living aboard ship ". . . suspended between sky and sea — in God's clear air."

Whether he will make a career as a merchant seaman or not is still uncertain, as he wants a college education. However, since he plans to study engineering there's a good possibility that Seaman McCleary may have already found his career.





SHIP DISASTERS

This past March, the loss of two Norwegian freighters off Cape May, New Jersey — together with 61 of the 62 crewmen aboard the two vessels, clearly points out the potential danger to life faced by the merchant seaman . . . even today.

The individual seaman will rarely discuss such disasters as though not wanting to encourage ill fortune to come his way; and seldom are ship losses reported outside the trade press.

Consequently, most people are not aware that the life of the merchant seaman is by its very nature potentially one of the most hazardous jobs around.

Each September the British publication, Lloyd's Register, lists ship losses for the preceding twelve months for all ships of 100 gross tons upwards excluding non-propelled craft. (A 100 gross ton vessel is normally 65 to 90 feet overall length.)



CONTINUE TO GROW

Following are figures taken from Lloyd's Register of Shipping Statistical Summary of Casualties for 1971.

Summary of Total Loses 1971 vs 1970

	1971	1970
Foundered	129	140
Missing	7	—
Burnt	56	63
Collision	43	40
Wrecked	121	93
Lost, etc.	21	16
Total	377	352

Foundered: The numbers of ships (129) which foundered during 1971 was only eleven short of 1970's figure.

Burnt: Four tankers over 12,000 tons gross were lost including the Norwegian vessel *Ferncastle*, 52,510 tons gross, the largest ship lost during the year.

Nine oil tankers were lost through fire and 14 ships were burnt out while in port.

Collision: Three more ships were lost than during 1970.

Wrecked: Tonnage lost through stranding or striking rocks, sunken wrecks, etc. 433,215 gross tons during 1971 al-

most double that of 1970. And 28 more vessels were lost than in 1970.

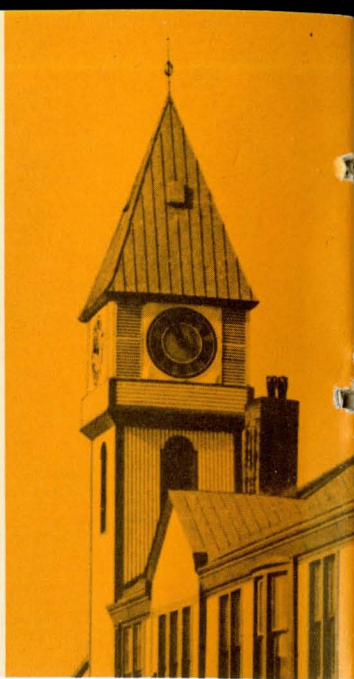
Lost: Of the 21 ships lost in 1971 thirteen were the victims of hostilities in Indo-Pakistani or Vietnamese waters.

Summary: Total tonnage lost by the world fleet during 1971, 1,030,560 gross tons was the highest figure recorded since records were first kept in 1891. The number of ships lost (377) is the highest peacetime figure ever recorded.

While the actual causes of ship losses are too numerous to list here, the above figures do clearly indicate the hazards of the sea-going profession. More than this, they point out that more traffic from more nations with bigger ships on the high seas, must of necessity require properly trained and physically fit officers and crewmen to command and operate these vessels.

This Institute has long recognized this need, particularly as it applies to the U. S. fleet. To that end, its Merchant Marine School works constantly to keep abreast of industry needs and provide training and skills in safety and navigation to help insure that those disasters which do occur will not normally be due to human error.

Battery Park Landmark ... Soon to Disappear



Across the street from the Institute and just to the west of Battery Park is one of the oldest piers on the New York City waterfront — City Pier A. On the end of Pier A stands a 19th century building now utilized by Marine Fire Company Number 1. On top of the building is a clock tower which is one of only two clock towers in the United States that tolls its hours by ship's bells.

Unfortunately, the land fill for the southernmost portion of Battery Park City will necessitate the destruction of Pier A and its accompanying building with unique clock tower. If demolition occurs as forecast (July '73), New York City will again be divested of one more of the distinctive links to its past.

Both Pier A and its structure were completed in 1886. The Engineer-In-Chief reported rather proudly that the exterior and interior of the structure were completely fireproof. The frame itself "... is composed of bents 11 feet 8 inches apart at centers, with girders to support the floor, which is of five-inch solid spruce plank covered with one-inch yellow pine." It was re-

ported that the interior was "entirely of incombustible and fireproof materials, with steel roller doors and window shutters." The frame structure was also covered with fireproof materials, specifically galvanized iron on the sides and tin on the roof.

Clock Tower

The 70-foot tower and clock were donated in late 1918 by Daniel Reid (a founder of United States Steel) in memory of the more than 116,000 servicemen who died in World War I. Appropriately the clock tolls ship's bells. There is only one other clock in the country which is similar and that is located at the United States Naval Academy at Annapolis. The Pier A clock is generally considered to be the first permanent memorial to the Americans who died in the first World War.

In 1960 the clock had stopped working. When the New York Herald Tribune reported that the city Fire Department did not have the \$1500 to repair the clock, marine engineers accepted the report as a challenge to repair the clock. Having started the work, they became so involved in their job

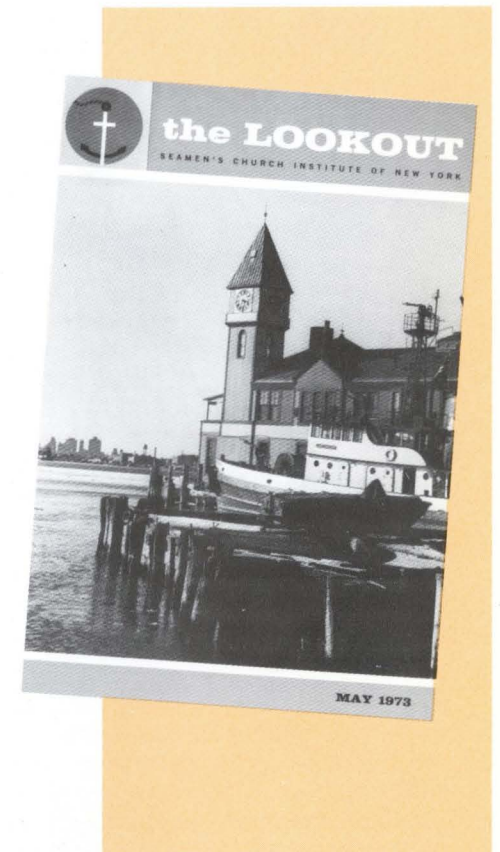


that many of the men worked on the project during their off-duty hours so that at 3:43 P.M. on October 23, the clock began to tick again, and is still running today thanks to Fire Department Number 1.

Besides offering a distinctive and human-scaled building of historical interest to the visitor or lower Manhattan office worker who frequents Battery Park, the building and tower also afford welcome architectural relief to a city whose shorelines and river view are rapidly being walled-in by towering monoliths.

According to the NYC Landmarks Preservation Commission no real effort has been made to have the site considered for "landmark" designation. To do so, interested parties should write immediately to Mr. Harmon Goldstone, chairman of the Commission at 305 Broadway, NYC in order to place the pier and building on the agenda for July '73 hearings.

In any event, visitors to the Battery this Spring should make a point to see this unique tower. It may not be there for long.



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Sunlit Sea—painting by Frederick Waugh

OCEAN DAWNS

How good to live with dawns, with suns that rise
In quick, bright flame above the billows' crest;
To be at one with every gull that flies
Full wing-span near or far away, its breast
Foam white against the arch of morning blue.
How good to watch the waking of the day,
The shafts of light that cut the darkness through,
And tinge the clouds with pale rose applique.
How good to sense how far the wind has come
Through mile on mile of unobstructed space.
How good to hear its stimulating hum,
And feel its blowing freshness on the face.
How good to watch the all pervading glow
That wild, enchanted ocean dawns can show.

Enola Chamberlain

