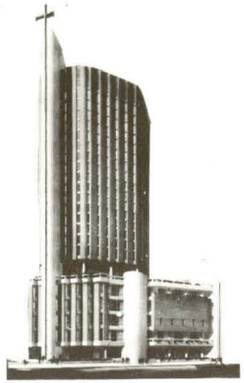
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

OCTOBER 1977

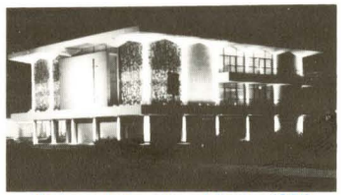
The Program of the Institute



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.



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

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.

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. 8 October 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

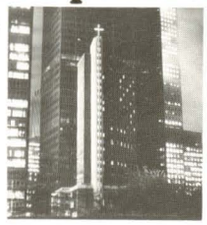
Carlyle Windley
Editor

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.

Cover photo: Forming-up. Governor's Cup Race, 1977 ... photo by Faye Argentine.

US ISSN 0024-6425

Roosevelt Institute Continues to Operate at Capacity



It hardly seems possible that only four short years ago, SCI launched its evening maritime transportation program with a trial course in *Intermodal Transportation/Containerization & Pricing* taught by Mr. Edward Norberg, now Chairman of the Associated Latin American Freight Conferences.

The Institute's perception that shorebased maritime personnel wanted and needed to learn more about their rapidly changing industry was well-founded, and soon "proposed" course descriptions were being turned into a reality.

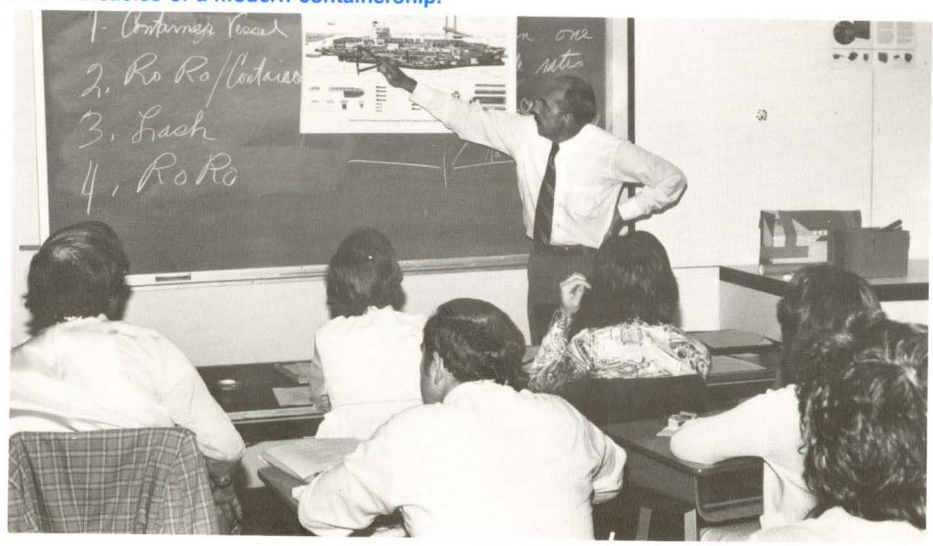
Today, the school is formally known as the Roosevelt Institute of Maritime & General Studies, and the quality of its faculty and program has set a standard of excellence in continuing education for shorebased maritime personnel throughout the industry. Increasing numbers of companies are requiring their management trainees to attend various courses, and others provide tuition reimbursement based on student performance.

This semester alone, over 220 students are enrolled in one or more of the evening classes, and over half of the students are working toward their Six-Course Certificate (which takes a minimum of 2 to 3 semesters to complete). Enrollment is at an all-time high and classes are filled to capacity with representatives from 95 companies and organizations plus "graduate" certificate students who continue to enroll in new course offerings.

The well-designed, pragmatic courses and an excellent faculty (all working industry professionals) keep student interest and enthusiasm high; and the rapport between faculty and students keeps morale at a peak ... a relationship that does not end after final exams. The close, personal attention and consideration among faculty, staff and students plus the "giving of a little more" on the part of the instructors helps make the program the great success it is today.

(The box on the following page gives a complete list of faculty members and current course offerings.)

Theron C. (Ted) Foote in "ITCP" class explains the capabilities and intricacies of a modern containership.



ROOSEVELT INSTITUTE
Fall 1977
FACULTY MEMBERS & COURSES

FACULTY	COURSE
Ronald F. Bohn *Manager - Hazardous Materials* U.S. Navigation, Inc.	***Ocean Shipments of Hazardous Materials/ Dangerous Goods***
John M. Bringslid *Vice President - Operations* Columbus Line, Inc.	***Organized Labor's Relationship to Ocean Transportation & Stevedoring***
Theron C. Foote, Jr. *Manager - Intermodal Equipment* Atlantic Container Line	***Intermodal Transportation / Containerization & Pricing***
John H. Funke *Vice President* Hansen & Tidemann, Inc.	***Container Control & Terminal Operations***
Richard D. Herlihy *Vice President* Edward M. Miller Associates, Inc.	***Chartering: Principles / Practices***
Harry Menaker *General Distribution Manager* American Home Foods	***Modern U.S. Domestic Transportation and Domestic Traffic Management***
Edward W. Norberg *Chairman* Associated Latin American Freight Conferences	***Modern Ocean Transportation and U.S. Government Transportation Regulations***
Geoffrey Rogers *Director - Atlantic Coast District* Federal Maritime Commission	***Pricing Techniques for Intermodal Transportation***
Kenneth M. Snyder *President* Transportation Systems, Ltd.	***Computer Concepts for the Transportation Industry***

and Maritime Law, taught by Capt. John C. Hart under the auspices of the State University of New York Maritime College.

STONE-HORSE

Several months ago, Mr. Harold Treitel graciously presented the Institute with a handsome half-model of *"The Stonehorse."* Carved by his good friend and model-maker, Plynn Williams of Topsfield, Mass., the model is made from a piece of 200-year old pine and is mounted on a 19th century trapper's board.

It now hangs at the entrance of our second floor restaurant where it can be seen and enjoyed by our many customers and visitors.

Our thanks and appreciation to both Messrs. Treitel and Williams. *The Stonehorse* has found a good and welcome berth.

"Chute's up" as the Goodly Fere with spinnaker catching the noonday breeze heads out on the first leg of the course.

Institute Director sails to success in Governor's Cup Race New York City's largest sailing event

September 10 ... New York City's Upper Harbor was a bevy of pristine sails and sparkling hulls as 105 racing yachts ran the course in this year's annual Battery Park City Governor's Cup Race. From cruising yacht to trimaran, competition was keen within each of the eight designated divisions (determined by hull type) as every entry sought to add its name to the base of the great silver Governor's Cup.

But it was the sixteen sleek and lovely offshore racing yachts which caught the spirit of the day as, with spinnakers flying, they made their way over the seventeen mile course. Strengthening winds soon found all vessels under full sail and from that point on, it was tactical skill and an able crew which determined the racer's edge.

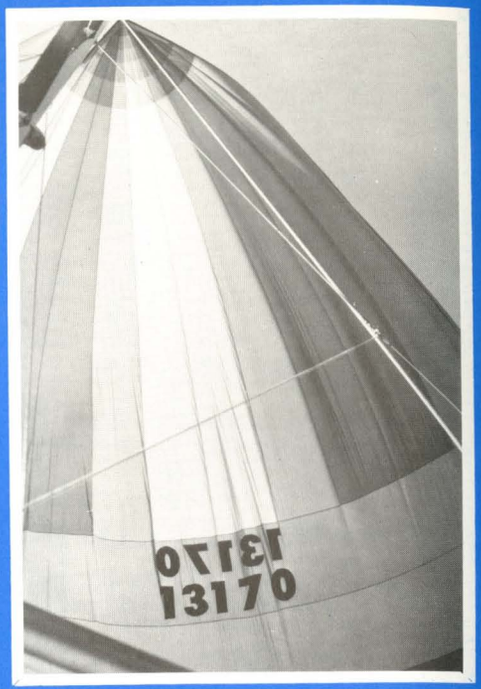
In the end, it was Father James R. (Jim) Whittemore, SCI director, who sailed his 34-foot Norlin, the *Goodly Fere* to a win in the ocean racing yacht Division 7. For Father Whittemore, it was his first sailing venture in the New York Harbor and his initial try for the Governor's Cup. His sloop was one of the smaller boats in the division.

Later, at the awards reception held at the Seamen's Church Institute, he was asked to what he attributed his initial success. Father Whittemore chuckled and said, "Good competition, a good crew, a few breaks and perhaps a prayer or two." In speaking of his crew, he noted that it was the first time they had ever sailed together, but that their collective "sea time" and camaraderie made them a skipper's delight. Crew members were

Seth Hiller, Seth William Hiller; "Chip" Loomis (SCI Board Member); Jeff Rogers (Atlantic Coast District Director of the Federal Maritime Commission); and Hope Wright.

Other first place winners by division were: **Division 1** - P. Monterosso, sailing the *Sandpiper;* **Division 2** - M. Harris ... the *Gemini;* **Division 3** - R. Chinman ... the *Marauder;* **Division 4** - L. Nirenberg ... the *Promise;* **Division 5** - L. Taube ... *Lady Zoe;* **Division 6** - S. Rosenberg ... *Tonic;* **Division 8** - M. Reddy ... *Amistad.*

The Governor's Cup Race is sponsored by the Battery Park City Authority in conjunction with the Seamen's Bank for Savings. This year's fourth annual event was the largest sailing race recorded in the city's history.



Father James R. (Jim) Whittemore, Institute Director, accepts winner's "cup" together with congratulations from Mr. Charles J. Urstadt, Chairman and Chief Executive Officer — Battery Park City Authority and E. Virgil Conway, Chairman and President — Seamen's Bank for Savings.

Forming-up prior to crossing the starting line

Governor's Cup

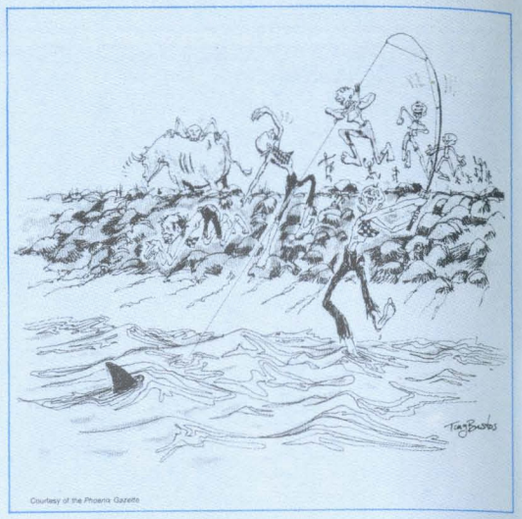
The great silver Governor's Cup and other winners' "silver" on display at the post-race reception held at the Institute. The Cup plus the annual awards are made possible by the Seamen's Bank for Savings.

Editor's Note:

This is the ninth of 16 articles in the series "Oceans: Our Continuing Frontier." In this article, C.P. Idyll of the National Oceanographic and Atmospheric Administration, cautioning against over optimism, assesses the potential of the sea for feeding an evergrowing world population. 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 or this publication.



Courtesy of the Phoenix Gazette

OCEANS: OUR CONTINUING FRONTIER

Lecture 9.

CAN THE SEA FEED THE LAND?

About the Author:

C.P. IDYLL, a specialist in fish populations, marine ecology, and the development of international fisheries, is Study Director of the National Ocean and Atmospheric Administration in Rockville, Maryland. He was previously with the University of Miami, where he served as professor and chairman of the Division of Fisheries and Estuarine Ecology in the School of Marine and Atmospheric Sciences, and as executive secretary and then chairman of the Gulf and Caribbean Fisheries Institute. He also served as senior research advisor to the United Nations Food and Agricultural Organization. He is author of "The Sea Against Hunger," and "Abyss: The Deep Sea and the Creatures That Live In It," and is co-author and editor of "Exploring the Ocean World: A History of Oceanography."

"The power of population is infinitely greater than the power in the earth to produce subsistance," warned the Rev. Thomas Malthus in 1798.

Today the concern about man's ability to feed himself is even deeper and more widespread. In recent years the world agriculture machine has exhibited distressing symptoms of malfunction and is not keeping pace with human population in many areas of the globe.

In central Africa and southern Asia famine has struck savagely, and the other face of hunger, malnutrition, affects 460 million people in the hungriest areas of Asia, Africa, and South America. World grain reserves are declining, which bodes ill for a multiplying population. By the year 2,000 the present 4 billion population will reach 6 to 7.1 billion.

The hope of many is that the sea can take over if the land falters in food production.

Can the sea feed the land? At present the sea produces far less food than the land — about 3 percent of the total supply. Oceanic plants carry on half as much photosynthesis as land plants. Can we then not expect to get half as much food from the sea as from the land if we work at it?

Unfortunately, the answer is no.

One of the principal reasons is that oceanic plants and plant eaters, which make up by far the greatest bulk of living material, are for the most part unsuitable as human food. An 80 to 90 percent loss in food value occurs with each new link in the marine food chain — plants to copepods to herring to salmon to seals to killer whales. The rest is spun off as energy or waste.

Plants supply between 70 and 85 percent of our land-based food, with virtually all the remaining coming from herbivores, or plant eaters.

By sharp contrast, much less than 1 percent of our seafood consists of plants, and very little is from herbivores. The kinds of plants useful for food — those producing seeds, fruits, and tubers — are nearly missing in the sea. The dominant marine plants are microscopically small algae.

PLANKTON SOUP

The dream of feeding the world with plankton soup is impractical because many of the tiny plants are unpalatable and it is expensive to harvest organisms so thinly distributed in vast volumes of water. For similar reasons, insignificant amounts of marine herbivores (the equivalents of cattle and sheep) are eaten.

This leaves available only carnivorous animals like salmon, cod, and lobsters — aquatic equivalents of lions and wolverines. Since they are several links farther along the food chain, they are 100 to 10,000 times less abundant than the plants.

It is surprising to many people that we are probably already at least halfway to the maximum harvest of the sea for the familiar kinds of seafood. The great increase in fishing during the last two generations has left few if any stocks of these resources unexploited, and many have been severely damaged. About 69 million metric tons (mmt) of marine fish were landed in 1974, while scientists estimate that the maximum annual yield of familiar kinds of seafood will be from 90 to 130 mmt. Most of the increase will come from the Southern Hemisphere, and most from fishes that swim in mid-water.

NEW FOODS

Larger increases are possible if we learn to use new kinds of seafood. Krill, small shrimp-like animals living in incredible numbers in the Antarctic, might yield from 100 to 200 mmt a year. The red crab, a miniature lobsteret of the west coast of the Americas, might support an annual catch of 300,000 tons, and great quantities of squids are available for harvest. Deep-sea lantern fish may be common in the markets of the future since there are enough of them to support catches of 100 mmt a year. Altogether, harvests of "unconventional" products up to ten times the present catch of all species may be made in the next 25 years.

Harvest from the sea. Fish are pumped into the hold of a modern fishing vessel. How much can we increase the yield from the sea?

AQUACULTURE

On land, agriculture has almost totally replaced hunting as a method of food gathering. Yet aquaculture accounts for only a small fraction of our aquatic food, the rest coming from the capture of wild fish.

To change this we must understand better the complex aquatic environment. We must overcome the problems of expensive food for cultured animals, shortages of young, and high costs of labor and land. And we must use genetics to improve the animals we raise.

Severe social impediments also exist — pollution, lack of legal protection, resistance by other users of coastal waters. If we can solve these problems, we can increase the present yields of fish farms by ten times or more.

Most of the increase in total harvests will come from resources that are not now being used. However, better management can also help by restoring depleted stocks and avoiding future declines like the catastrophic collapse of the Peruvian anchovy fishery, once the biggest in the world.

DIVIDING THE HARVEST

The realization that there are not enough fish to go around is partly responsible for the present turmoil in ocean affairs. As a result, the management of fisheries includes not only conservation of stocks but the politically more difficult task of dividing the harvest fairly among a rapidly increasing number of claimants. Thus a hallowed concept — that fish resources should be freely open to exploitation by all comers — is reluctantly being abandoned.

Domestically, this raises abrasive conflicts among competing users. And internationally, great acrimony has resulted from the activity of foreign fleets offshore: American boats off Ecuador, Soviet trawlers off the U.S., British vessels off Iceland.

A consensus among nations is emerging that accepts a 12-mile territorial sea and a 200-mile "economic resource zone."

But three sessions of the U.N. Law of the Sea Conference failed to formalize this into a treaty because of the lack of agreement on other issues: deep sea mining, navigation, freedom of scientific research, pollution control.

U.S. fishermen have been so impatient with this failure that the government has created a 200-mile resource zone, pending international agreement through a U.N. treaty.

The U.S. has thus announced that it will assume control over the fish stocks in 2.2 million square miles of additional ocean area, containing 10 percent of the world's fishery resources. The nation faces the difficult task of creating a new cooperative state-federal fisheries management regime that will protect the stocks from depletion and allocate catches fairly.

The world has failed to prevent serious declines in some fish stocks — haddock, salmon, whales — and we have not made the maximum use of other ocean resources through fishing or aquaculture. Better knowledge and institutions are required.

But more importantly there needs to be increased realization among nations that the common cause of increasing food from the sea demands better cooperation. Recent events in international affairs hardly give much comfort here. Nonetheless, we cannot cease to try.

Although the sea cannot replace the land as the major source of food, it can make a much greater contribution than in the past.

NEXT ISSUE: Bostwick H. Ketchum, Associate Director of the Woods Hole Oceanographic Instituion, considers the impact of humans upon the vast sea in his discussion of "Pollution; Is The Sea Dying?"

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION
(Act of August 12, 1970: Section 3685, Title 39, United States Code)

1. Title of publication: THE LOOKOUT; **2.** Date of filing: September 13, 1977; **3.** Frequency of issue: Monthly with the exception of February-March, July-August, when bi-monthly (Ten issues per year); **3A.** Annual subscription price: $5.00; **4.** Location of known office of publication: 15 State Street, New York, N.Y. 10004; **5.** Location of the headquarters or general business offices of the publishers: 15 State Street, N.Y., N.Y. 10004.

6. Names and addresses of Publisher, Editor and Managing Editor: Publisher, Seamen's Church Institute of New York, 15 State Street, New York, N.Y. 10004; Editor, Carlyle Windley, 15 State Street, New York, N.Y. 10004; Managing Editor: None.

7. Owner: Seamen's Church Institute of New York, 15 State Street, N.Y.,N.Y. 10004.

8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities: None.

9. For completion by nonprofit organization authorized to mail at special rates: The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes have not changed during preceding 12 months.

10. Extent and nature of circulation:

	Average no. copies each issue during preceding 12 months.	Actual number of copies of single issues published nearest to filing date.
A. Total no. copies printed (net press run).	4990	4800
B. Paid circulation		
1. Sales through dealers and carriers, street vendors and counter sales.	NONE	NONE
2. Mail subscriptions	4554	4230
C. Total paid circulation	4554	4230
D. Free distribution by mail, carrier or other means; samples, complimentary and other free copies.	265	285
E. Total distribution (sum of C and D).	4819	4515
F. Copies not distributed		
1. Office use, left-over, unaccounted, spoiled after printing.	171	285
2. Returns from news agents	NONE	NONE
G. Total (sum of E and F—should equal net press run shown in A).	4990	4800

I certify that the above statements made by me are correct and complete.

CARLYLE WINDLEY
Editor

a place for the ship-wrecked

by r.h. foley

In the days of sailing ships and shipwrecks, if an unfortunate mariner was lucky enough to reach the sea-battered shore along the wintery coast of Massachusetts, he was still on his own.

Without shelter, he might stumble along until he dropped from the violence of the wind and extreme cold, or he could hope to drag himself to a farmhouse in the distance.

With few nautical means to guide them over the years, the incidence of floundering vessels and loss of human life continually mounted from both American and foreign ships.

One day up in Boston, some charitable people decided to do something about it. With all of the proper Bostonians subscribing, fashioning themselves after the similar British Society, an organization was born called the *Massachusetts' Humane Society*.

The sole purpose of the Society was the saving of lives, and the awarding of money to deserving rescuers. Silver, bronze and gold medals were also given.

The Society's first endeavor was the building of "huts of refuge" on the barren shores from Boston to Cape Cod, and out on Martha's Vineyard and Nantucket Islands.

The huts were all the same, eight feet by eight feet and seven feet high, built on piles with a sliding window shutter on the west against the stinging, blowing sand. Poles were erected fifteen feet above the huts on the east and painted white. (At one time, Cape Cod did possess one hut built of thatch in the shape of a wigwam.)

The first hut was built in the Society's own back yard.

On the night of December 4, 1789, fifteen helpless people from a Maine packet struggled to the shore of Lovell's Island, Boston Harbor. To everyone's horror, the next morning they were all found frozen to death, including a young couple clasped in each other's arms under a huge boulder, after called "Lover's Rock."

With this disaster, a hut was built on the west end of the Island equipped with straw, candles, a bench, and a tinder box containing the necessary means to start a fire. The upper lid of the circular box had a place to set the candle to carry the newly acquired light.

By 1806, there were seventeen such huts where suggested by the Boston Marine Society, including the rocky shores north of Boston.

One of the Society's founders and Cape Cod historical writer, wrote a pamphlet requesting that the Society's treasurer have 2,000 copies made to be dispersed among the state's custom houses and insurance offices.

For the mariner he writes: "Seamen shipwrecked at full sea, ought to remain on board 'till near low water, for a vessel does not then break to pieces, and by attempting to reach the land before the tide ebbs away, they are in danger of being drowned."

On reaching the shore he states: "Should the seaman succeed in his attempt to ascend the steep and lofty banks (in erosion areas) he must forebear to penetrate into the country as houses are generally so remote that they would escape his research during the night; he must pass on to the valleys by which the banks are intersected. These valleys which the inhabitants call "Hollows" run at right angles with the shore, and in the middle or lowest part of them the road leads from the houses to the sea."

On Cape Cod where most ships were wrecked on dangerous shoals or bars in the dreaded fog, the booklet states where the huts of refuge are located and where the trees are thickest. For a parched throat, men are informed where they can dig down two feet in the low places on Nauset, Monomoy and Chatham beaches.

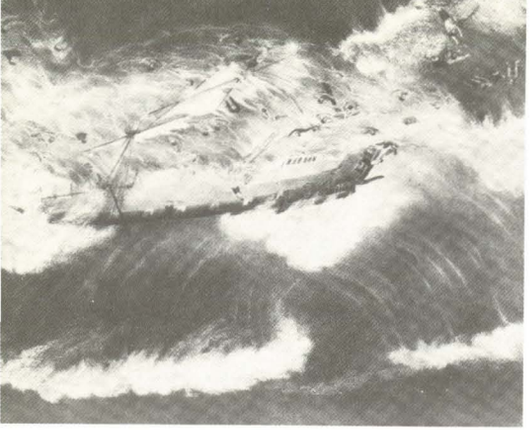
For rescue in the water: "If there is time, loose, at all events the foot of your draws, if they are tied, as, if you do not do so, they will fill with water and drag you."

Be that as it may, the pamphlet also suggests that: "What Thou Doest Do Quickly; it is an absurd and vulgar opinion to suppose persons irrecoverable, because life does not soon make it's appearance."

Before 1800 — and later rejected as "too customary a method," various treatments for those apparently dead from drowning were enough to make anyone stay that way.

The body was to be rubbed with warm woolen cloths, and sprinkled with spirits — if at hand. The chest was to be bathed with hot rum. Hot bricks were applied to the hands and soles of the feet! The nose was to be tickled with a feather to incite sneezing. Adults were to be shaken occasionally, and a child was to be swung around the room, and if that didn't do the trick, they both were to be rolled over a barrel.

The Society had its problems with van-



dalism, and gunners were using the huts. One hut washed away and had to be replaced. Another was built over sand where no beach grass grew so that when the winds blew away the sand, the weight of the chimney brought the shelter to the ground.

(The huts were now more elaborate — most of them with fireplaces and a cot. Overseers in each town checked on the huts, bringing food and old clothing from the townspeople.) Lifeboats were added.

Also to be counted in the Society's ills, was the fellow throwing himself in deep water to be supposedly rescued by his friend, so the two of them could split the award.

Appealing to the public via the local newspaper, the Humane Society stated: "To leave the mariners to perish for want of articles of so small value is a disgrace to any people that are not barbarians. We can not really think that anyone with the smallest trace of sensibility or of justice would deprive poor helpless mariners."

The Society had something more to be concerned about when a schooner ran aground one bitter night, and the crew upon reaching a hut found supplies lacking and the tinder box empty. With heads bowed against the biting wind and stinging sand, they slowly made their way to a Nantucket beach hut of refuge — where provisions had been "devoured by mice or some inhuman mouse in the shape of a man."

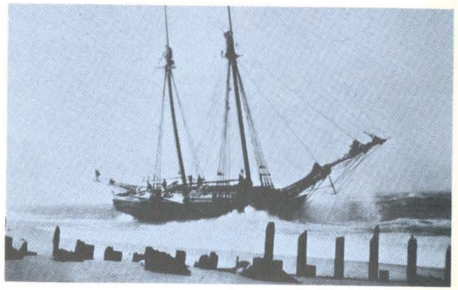
"Dreadful reverse! Oh! How humanity does weep at the sad recital!" the Society said, and a new statute was placed on Massachusett's books dealing with the crooks.

There were instances in our early history, however, that made it all worth while to the Society members.

On the afternoon of December 16, 1803, the brigantine, *Elizabeth,* bound from Portugal to Boston, laboring under a northwest wind near hurricane force, parted her cable. Drifting helplessly with the sea beating entirely over her, she struck on Point Allerton Bar, Hull.

With the *Elizabeth* pounding to pieces, there was no alternative but for the captain and his four crewmen to get ashore or perish.

With great difficulty, the strongest swimmer among them challenged the angry sea, taking with him the end of a deep sea line, the other end of which was fastened to the bodies of the men aboard. Reaching the safety of the beach, he pulled the others to shore.



Nearly frozen, they blindly made their way to a hut of refuge where they threw themselves on the dry floor. When they regained their strength and the storm abated, they made their way to the village.

In time, with the coming of coastal lights and lightships the chances of shipwrecks became less. In 1871, the government took over the life-saving chores building nine life-saving stations along the dangerous backside of Cape Cod and Monomoy. In 1915, the United States Coast Guard took command.

It was a long way from those humble huts of the 1700's and 1800's built on Massachusett's eastern coast by the sole generosity of a heartwarming social agency.

Fisherman's Quay

by John C. Fine

When the days work's done and the summer
sun settles down in the Western sky
The boats go home to the ports they own,
their slips at Fisherman's Quay
Gulls swoop down to winching sounds,
fishermen settle their catch
More boats pull in, past Pelican's Fin,
tie up at co-operatives pier
Hoisting their catch in baskets of thatch
and cartons of wooden staves
An fishermen smile and joke for a while
down there on Fisherman's Quay
Then time for a drink, they don't notice the stink
of fish scales and entrails and heads
It's home again for tired men, slickers and
overshoes wet
Things settle down in the Anchor and Crown,
gulls left alone on the wharf
Quiet once more, all settled in store,
night falls over the docks
Just a burring sound, the freezers pound,
peace comes back to Fisherman's Quay.

Seamen's Church Institute of N.Y.
15 State Street
New York N.Y. 10004
Address Correction Requested

SECOND CLASS
POSTAGE PAID
AT NEW YORK, N.Y.