



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



JANUARY 1974

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.

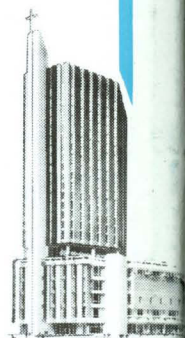
More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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.

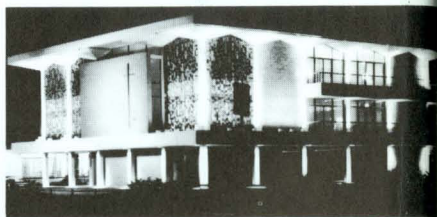
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

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.

the LOOKOUT

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COAST GUARD patrols commercial fishing areas

by PACS L. D. Worth,
U.S.C.G.

896
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Editor's Note:

Freedom of the high seas is increasingly becoming an economic-political issue among nations; and fishing rights in international waters is one of the major areas of concern. More and more nations are attempting to protect their off-shore fisheries by declaring an extension of territorial waters and thereby lessening the amount of open seas available for world shipping.

The following article tells of how this country's Coast Guard works within the current understanding of the law to protect the common interests of all among the "fisheries" of the Northeast Coast of the United States. Of itself, this work does not solve the problems of fishing in international waters but it does signify what currently seems a move in the right direction.

New York's commercial fishermen — along with their American east coast counterparts — once dominated the rich fishing grounds which stretch from New England southward. Today, in their small 60 to 100 foot vessels, they are part of an international fishing industry in the northwest Atlantic Ocean consisting of 80 percent foreign trawlers — some of which are 10 times larger.

This resulting international "squeeze" is taking place outside the U. S. 12-mile contiguous fishing zone limit. It is affecting the state's some 2,200 fishermen who sail regularly from ports at Montauk and Shinnecock Bay on Long Island, and has put the U. S. Coast Guard into the position of being part time "seagoing diplomats."

Every year, almost 26,000 full-time fishermen put out to sea in some 3,000 vessels from ports in New England and down the coast to New Jersey, Delaware, Maryland and North Carolina as well as Long Island, to fish in about 60,000 square miles of international waters from Virginia, north to Nova Scotia. Last year, their total catch was almost 140 million pounds valued at \$180 million, which was only a part of the 4.7 billion pounds of fish taken nationally that year by nearly 150,000 U. S. fishermen.

Their competition is fierce against streamlined trawlers and factory ships several hundred feet long, from such countries as the USSR, Japan, Poland and East Germany. These foreign fleets, many of which are state-subsidized,

can stay at sea for nearly a year.

An international program of cooperative effort is required if the northwest Atlantic is to stay "rich" with fish. For the present, maintaining this effort falls, in large measure, to the Coast Guard.

"In accomplishing our part of this effort," explained Lieutenant James A. Medeiros, offshore fisheries patrol officer on the staff of the Commander, Atlantic Area at Governors Island, N. Y., "we find ourselves operating closely with the National Marine Fisheries Service, an agency of the U. S. Department of Commerce."

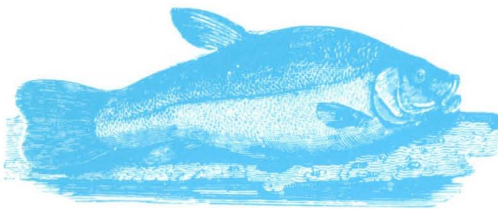
NMFS, as the agency is known, has its northeast regional headquarters at Gloucester, Mass. It represents the government's interest in fishing both nationally and internationally and has input to practically all the fishing agreements which exist between the U. S. and foreign nations. Moreover, the agency also conducts scientific research into fishing problems, often in

teamwork with foreign nations, as it is now doing with the Soviet Union.

However, enforcement of the provisions of the various agreements between the U. S. and other countries must be taken to sea. This is the job of the Coast Guard.

"Year-round, we have two Coast Guard cutters patrolling the fishing areas at all times," Lt. Medeiros said. The regions patrolled are "Georges Bank," an 18,000 square mile area off the New England coast; its adjacent "Brown's Bank," some 2,000 more square miles reaching north to Nova Scotia, and a 200-mile long "banana shaped" area about 60 miles off the U. S. east coast stretching from about the eastern tip of Long Island, N. Y. to Virginia. Other regions patrolled are the lobster fishing areas along the edge of the Continental Shelf south of New England.

"These regions are popular fishing grounds, Lt. Medeiros continued, "because favorable waters and currents plus the irregular shape of the ocean floor creates an ideal fish habitat for an abundance of species." These include haddock, herring, hake, flounder, cod and others. *(Continued)*



A Management Tool

Foreign fishing fleets abound in these areas because of the steady yield of fish and probably because of the low yield in their home waters. Practically all of the vessels are from nations which are signatory to agreements attaching them to the "International Commission for Northwest Atlantic Fisheries," abbreviated ICNAF. Dr. Robert C. Edwards of the NMFS at Gloucester said, in praising ICNAF, that it "... has established more significant precedents for fishing management technologies than any other commission on the face of the earth." ICNAF is one of more than 30 international fisheries agreements which affect the U. S. and which are carried to sea by the Coast Guard.

ICNAF has been operating since July of 1950 and is designed to maintain a maximum catch to all nations without depleting specific fish species. One method it uses is to open and close ocean fishing areas to permit fish spawning. Another is to assign "quota" catches of each species to each member nation, and a third technique is a system of routine boardings and inspections.

"Agents of the NMFS are aboard our cutters, and we, along with them, board both U. S. and foreign fishing vessels," Medeiros said. He added that cooperation during the inspections is excellent and amicable.

When an inspection team intends to board a fishing vessel, the cutter must fly the ICNAF distinguishing pennant and communicate its intentions by voice radio or by signal flags.

What's Looked For

Once aboard a fishing vessel, the inspector checks a number of items. He checks the fishing nets for the correct size of mesh and looks at the catch to make sure that no unauthorized species have been caught. He compares the catch "log book" entries against the actual catch on board, and makes sure that the vessel is not fishing in a closed area and is alert for suspicious acts, such as evasive answers, hidden nets or attempted disposal of nets.

"If ICNAF violations are found aboard a foreign vessel in international waters, they are reported to its government through diplomatic channels," Lieutenant Medeiros said. This, he added, will usually trigger a reminder from that nation to its fishing fleet to be mindful of existing agreements. A foreign vessel found fishing within the U. S. 12-mile fisheries zone (which includes the three-mile territorial sea) is subject to U. S. laws, including arrest, fines and imprisonment.

United States fishermen found in violation of ICNAF regulations may be punished by possible fines and imprisonment. Prosecution is usually through the Federal Courts.



Sixteen nations presently belong to ICNAF and represent nearly all of the major fishing countries of the world. Its membership now includes: Canada, West Germany, France, Japan, Norway, Poland, Portugal, Spain, the USSR, the United Kingdom, the U. S., and also Bulgaria, Denmark, Iceland, Italy and Rumania. Sometime this year East Germany is expected to join.

All but the last five countries have agreed to the boarding procedures, but Denmark and Rumania are expected to allow boarding of their vessels to begin sometime this year and negotiations are going on with the other three.

The Lobster Conflict

U. S. lobstering is of prime concern to the Coast Guard in the Northwest Atlantic. For most of the year, lobstering is centered mainly off the coasts of New England, but during the winter months, it can drop farther south off the coast of Long Island, New Jersey, Delaware, and all the way to the Virginia Capes.

Nearly all of the complaints which come to the Coast Guard from lobstermen involve other fishing vessels "trawling" or dragging their big nets through set lobster traps. When this happens, the loss in money of traps and lobsters can run into thousands of dollars.

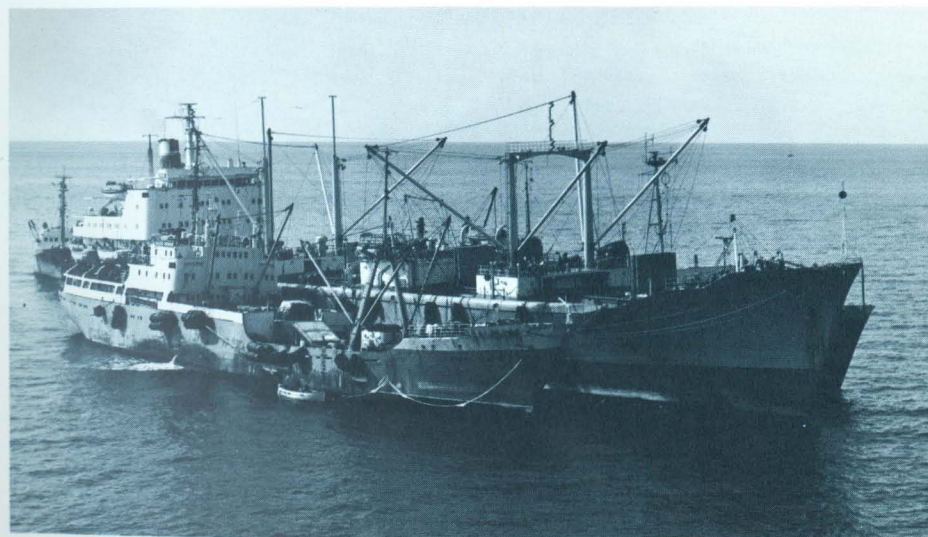
Traps are lowered into the water by line and usually rest on a shelf or bottom some 200 feet or more beneath the surface of the water. At each end of the

string of traps, another line is drawn to the surface of the water and attached to marker buoys. The string of traps resting on the floor can stretch for up to two miles. Once the traps are in place, the lobstermen notify Coast Guard district headquarters in Boston, Mass., who in turn broadcast the position of the traps every day at 4:00 P. M.

"For years, the complaints were relatively light," Medeiros said, "making it possible for most of the problems to be straightened out by our headquarters in Boston."

Expanded Operations

The larger foreign fishing fleets began arriving in the North Atlantic in the mid-1960's, and by 1971, more Coast Guard patrol craft were needed to assist the ships and planes normally on duty in this region to patrol the fishing activities. Since then, regular patrol schedules include cutters from New Castle, N. H., New Bedford, Mass., New London, Conn., Cape May, N. J., Norfolk, Va., New York, N. Y., and from as far south as Panama City, Fla. Beginning next year, larger cutters



along the eastern seaboard will also be used.

Coordination of the patrol rests with the Atlantic Area command at Governors Island, N. Y. because the cutters used are from individual Coast Guard district commands under its operational control.

"This office is the senior operational command for the Coast Guard on the east coast," Lt. Medeiros continued, "which includes seven districts, five of which are on the eastern seaboard."

The Degree of Response

Once a report of damaged lobster gear reaches the Coast Guard, a cutter on patrol goes to the scene. Oftentimes, a Coast Guard plane based on Cape Cod, Mass., is dispatched — an added requirement to the four flights a week over the fishing grounds normally made by aircraft there.

It is the duty of the Coast Guard shipboard officers to determine how the conflict arose and to inform all those concerned of existing agreements and conditions. For example, if a foreign trawler did run over lobster traps, the cutter's skipper will inform the master that traps were there, where additional nearby traps may be positioned and request that he change his trawling locations. According to Medeiros most of the trawlers will comply. And, in cases of a large fishing fleet, the overall commander, at Coast Guard request, will advise his trawlers and other vessels as to the location of lobstering equipment.

A general review of gear conflict incidents reported to the Coast Guard since 1971 shows a continuing decrease of damaged or lost equipment. This, Lt. Medeiros said, could be attributed to an expanded Coast Guard presence in the areas, the fact that foreign fleets are more aware of the large amounts of U. S. lobstering gear present, as well as a more effective line of communications between foreign fleets and the United States government. Many lobstermen

who provide the Coast Guard with the positions of their set traps, reported that this summer, they had either few or no losses at all.

Limits and Provisions

Jurisdiction within the first three-mile seaward extension off U. S. shores is exercised principally by individual states, with Federal intervention coming in cases of interstate commerce, national defense, international relations and safe navigation. States have authority over their inland bodies of water and where waters are in close proximity to two or more states, authority is usually shared by the states.

Federal jurisdiction exists in the "contiguous fishing zone" — which is nine additional miles out to sea. Extending the present boundaries beyond these positions — which is being considered under current "law of the sea" negotiations — would require U. S. executive and legislative action.

"Separate 'bi-lateral' agreements between the U. S. and Poland and the U. S. and Soviet Union permit loading operations off the east coast," Lt. Medeiros said.

A loading operation is the transfer of catch by foreign trawlers to their respective factory ships. On the east coast, this is done outside the three-mile limit at Moriches, Long Island, N. Y., Little Egg Harbor, N. J. and off the Virginia coast between Chincoteague and Wanchaprague Inlets.

Visits to U. S. ports by foreign fishing vessels for resupplying is permitted with advance notice to the Coast Guard, usually four days. Emergency entry into U. S. waters by foreign vessels may be permitted under the doctrine of "force majeure" — literally "superior or irresistible force." An example of this would be a vessel that was damaged at sea. The vessel would then claim force majeure — its claim would be verified for the U. S. by the Coast Guard, and, if held valid, port entry would be allowed.

Three Poems

by Antonio P. Gella Manuud



The following three poems are by Antonio P. Gella Manuud, an English scholar from the Philippines currently working on his Ph.D. at Fordham University who also works part-time at the Institute.

The poems were inspired in part by Antonio's impressions of lower Manhattan, SCI and the seamen; and were written during the early morning hours when all is quiet here at the Institute. We're pleased to share them with you.



MELVILLE

Insular city of Manhattoes! All
Rock and ship-pretender between two
Streams of wild, polluted life! Your
Concrete masts, confused in brilliance, lend
No clarity but power with interest!

And so not long ago one foretopman
(Another Breughel/Auden Icarus
But wise in daring) flew away and plunged
With masqueraded confidence unto
A brave pacific swim. Now suddenly
Through silent seas to new world floating, he —
Breast stroking fiercely noble savages,
Genuinely tender marquesses —
Began to dream of ambiguity:
How at Delmonico's some cannibals
Are vegetarians . . . why Coenties Slip
Home and yet not home is haven yet
Not heaven . . . and/or is Polynesian life
Typically polybarbarous
And polycultured germicidal as
Laboratory tubes immaculate
As modern sin, mere psychological
Aberance? Here, Jonah diversifies:
His eye keen jaw firm muscles taut.
He knew with cunning how his soul can spoor,
Spear, Harpoon, Hack, Tear, Dwarf
At last . . . at last . . . swallow Giant Whale!

Insular city of Manhattoes! All
Rock, old whale immobile, spouting now
And then a stream of genius! Wash, bathe,
Purify and resurrect and light
Each coming night with fragrant ambergris,
All coming nights in holy, actual Grace.

— Antonio P. Gella Manuud

9 September 1973.

FIRST LET THE CEDAR FALL

Lines around consistent core —
And so one comes to know, forget
Though if unwisely,
This ancient giant's worth.

(Proud, measuring agronomist —
Prized be your brain's
Computerized exactitude.
Q. E. D. All,
All is recorded fact.)

Father, I knew you too this way.

What lines
Etched soul-deep on your face
Gave witness to your love . . .

And yet through years blind,
Through tears now,
Now only do I see.

How could I, lover of knowledge,
Begin to understand:
Stout worth of giant,
Upright tree or man,
Defies all calculus.

First let the cedar fall . . .
And did I know you father well
Before they bore you
Shrouded then with pall?

— Antonio P. Gella Manuud

5 February 1973
Bowling Green, N. Y. C.

UNABLE SEAMAN

Not sunlight nor sea glare
Blinding twilight, burning age;
Waves crash, wash yesterdays . . .
Such turbulence, such rage
No more, no longer do I dare.

Seas I now see are calm;
Gentle billows gently ebb.
Even gulls fly mutely, still
I feel their winging web
Threads of soulful qualm.

My burnt sinews have become
Souvenirs of tricks.
Cool salt yet on dry lips
Lit like lantern wicks
Heat white my age, my loins embalm.

— Antonio P. Gella Manuud

3 February 1973
Bowling Green, N. Y. C.

DEPARTMENT OF SPECIAL SERVICES

Report for the week of November 19 thru November 25, 1973

Editor's Note:

Each week the Special Services Department issues a report detailing some of the department's activities for the preceding week. The following is a typical week's report . . .

INFORMATION DESK

INQUIRIES
(lobby) 63

MISSING SEAMEN'S BUREAU

Inquiries 5
Men located 1
New Cases —

WOMEN'S COUNCIL

Wool shipped 68½ lbs.
Garments
received 397

SHIP VISITATION

New York: 37 ships

Countries represented:

Iran, United States, Greece,
Argentina, Italy, Spain,
Brazil, Holland, Germany,
Venezuela, Liberia, Den-
mark, Norway, Uruguay.

Port Newark: 37 ships

Countries represented:

Liberia, Britain, Germany,
Finland, Sweden, Norway,
United States, Poland,
Cyprus, France.

Port Newark

The port continues very busy and this is reflected in improved attendance each day at the Centre. Our Russian visitors call at the club each day and are now spending much time with us — even playing billiards and ping-pong. Twice they used the soccer field for practice.

The distribution of Christmas packages is now moving at an increased rate but there still must be a reasonable expectation that the ships receiving them will be at sea on Christmas Day.

Snack bar was moderately busy and there was steady business at the Slope Chest this week. We look forward to having our new assistant aboard ship this week — Mrs. Scwezovic — who speaks many foreign languages.

Attendance at centre: 590

Chaplain Hollas

International Seamen's Club

Seventy visiting seamen and twenty three volunteer hostesses registered at the International Club this week and six countries were represented.

The motion picture "Kind Lady" shown at the club on Monday at 7:00 P.M. had a fairly good attendance by residents and a few outside visitors. The Tuesday night dance was a lively scene featuring the Allan Berk Trio who rendered a fine variety of music, pleasing to the many varied nationalities present.

Thanksgiving Day was a busy one. Men enjoyed the holiday ball games on T.V. and at 7:00 P.M. we had open house — free beer and pumpkin pie and punch for everyone who happened to be around. Many of the volunteer hostesses came to spend a few hours, and everyone came to express their gratitude at evening's end for a most enjoyable time. The Red Baron played the piano and many sang old-time songs. Chaplain Wolfe's mother dropped in for a short time. Gladys and Daniel set the club up to appear festive and cozy with candle light and orange decor, adding an atmosphere of hospitality, important on such a day.

Noreen Killilea — receptionist



UNIQUE SAILOR'S BIBLES NOW COLLECTORS ITEMS

by Raymond Lamont Brown



RECENTLY salerooms have made a clear distinction in separating lots of books which have belonged to sailors, with maritime subjects becoming more and more popular with the general reader.

High on the list of books collected by sailors are Bibles. The Bible, as the font of truth, was often used by sailors for good luck and divination, both to foresee the future and resolve doubts and perplexities. Sometimes the Bible was used as a protective and healing charm. Bibles, which were slightly different from the general run in type, binding and so on, were credulously believed to be extra-mystically potent in terms of homeopathic ("like breeds like") superstition.



FOR this reason the foibles of translators and the speed of apprentice typesetters have sometimes turned editions of the Bible into valuable and interesting maritime curiosities from the collector's point of view.

A primary example might well be the *Vinegar Bible*. This Oxford edition of the authorized version was published by J. Baskett in 1717. The book was bound in rich style but a carelessness in typesetting led it to be called "a Baskett full of errors." A mistake occurred in setting "The Parable of the

Vineyard" on the page heading to Luke 20. It appeared as "The Parable of the Vinegar."

The *Servent Bible* was published in 1640 and contained an error in Genesis 3. In this Bible the chapter began, "Now the servant was more subtil than any beast of the field. . . ." It should, of course, have read, "Now the serpent . . ."



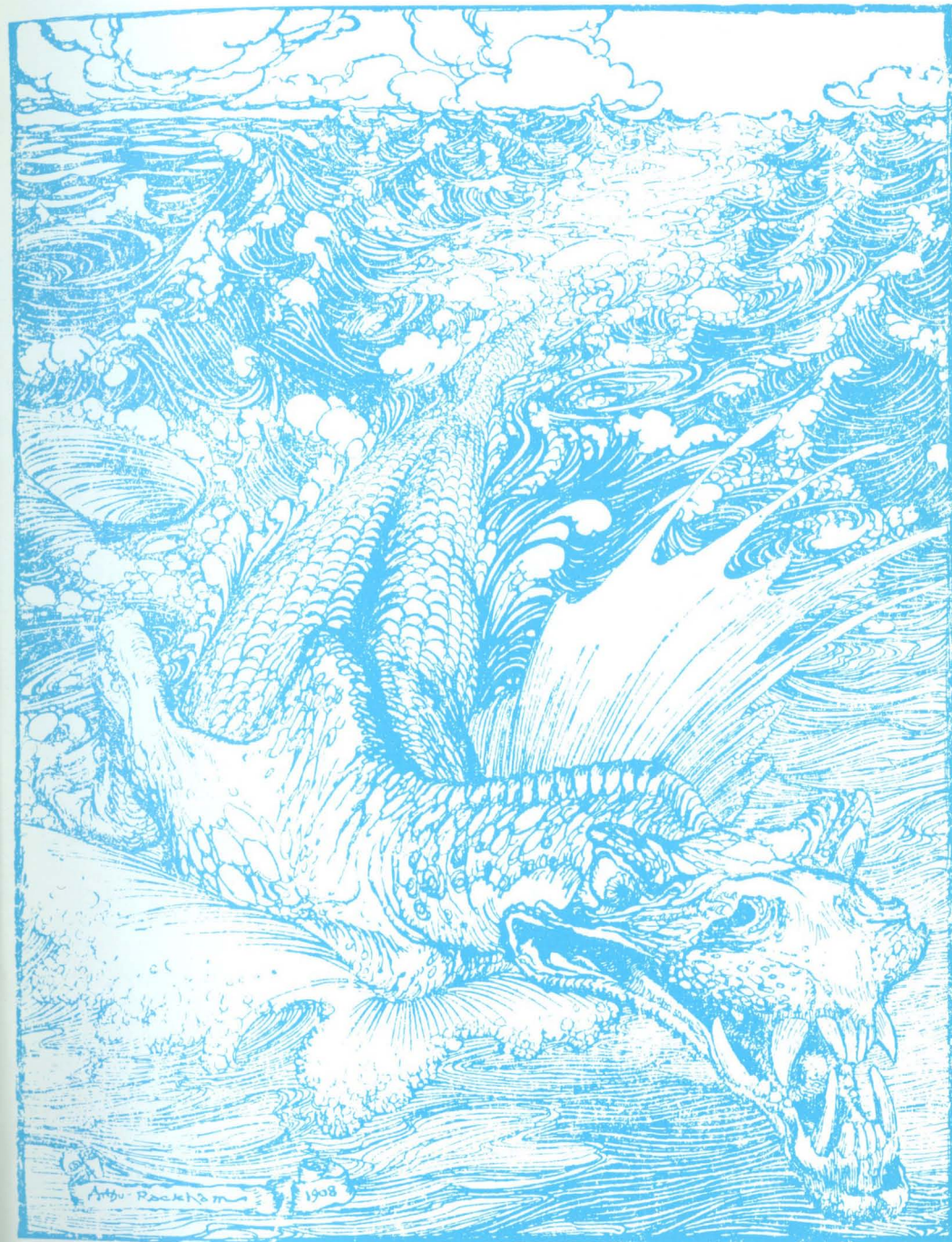
THE misprint which gives the *More Sea Bible* its name occurs in Revelation 21:1; the negative was omitted. The misprint read, "And

I saw a new heaven and a new earth: for the first heaven and the first earth were passed away; and there was more sea."

Contained in the *Judas Bible* is a very curious typographical error; it is the substitution of the betrayer for that of the Savior. "Then commeth Judas with them unto a place called Gethsemane, and saith unto the disciples. 'Sit yee here, while I go and pray yonder.'"

The mistake in the *Wicked Bible* cost the hapless printer a small fortune. When the Bible was published in 1631, the word "not" was omitted from the Seventh Commandment!

Archbishop Laud was enraged on reading the text and imposed a £300 fine. The money was used to supply "a font of fair Greek type" to make sure that the error did not recur.





LUBLISHED in 1572, the *Pagan Bible* is a fine curiosity. The first Epistle of St. John, Chapter 1, is illustrated by a woodcut of Mt.

Olympus and the Gods, Leda and the Swan, Daphne and Apollo. The Bible contains many other scenes from the Metamorphosis. These inappropriate illustrations probably had something to do with the early printing difficulties of reproducing pictures. Not only was a single block used to illustrate several different kinds of books, they were duplicated in the same edition.

Perhaps the rarest of curious Bibles collected by sailors down the ages is the *Bugge Bible*. This is an edition of the Matthew Bible published in 1551. The curiosity occurs in Psalm x CXI:5. "So that thou shalt not be afrayed of anye bugges..." Bugges, in those days, were the equivalent of the nineteenth century Bogyman.



THE world famous *Breeches Bible* was one of the several editions published by Protestant exiles at Geneva during the latter years

of the reign of Queen Mary. In this Bible, Genesis 3:7 reads, "... and they sewed figtree leaves together, and made themselves breeches." Wycliffe had used the word before in his Bible, but Coverdale rendered it "apurnes."

Barker's *Folio Bible* of 1611 usually goes under the name of *The Great He Bible*. Ruth 3:15 is rendered, "... he measured six measures of barley, and laid it on her; and he went into the citie." Obviously the he should be she as Ruth is meant. In the second edition

of this Bible the error is corrected and the edition is known as *The Great She Bible*.

Another extremely rare Bible collected by sailors is the *Treacle* edition. In this, "balm of Gilead" (Jeremiah 8:22) reads "treacle in Galaad." The rarity of the edition comes about because the horrified ecclesiastical authorities did their best to suppress the sale and destroy all the copies of the Bible they could find. The copies carried by mariners and chandlers, however, were difficult to trace.

The *Wooden Leg Bible* shows a print of the Enemy of Man sowing tares among the wheat (cf. the parable). For some strange reason the etcher has reproduced Satan with a tail and wooden leg!

It is strange that those volumes should have their errors, for of all the books published and circulated in Europe and America, the Bible had the most care lavished upon it. This had to be so, punishment for blasphemy was severe.

Of all the world's sailors, those born in Scotland were amongst those who most respected their Bibles. Some of the curious Bibles collected are particularly Scottish. The *Bassandyne Bible* is an example. This was the first Bible to be printed in Scotland. Other treasured editions are the Jerome Bible and the early Edinburgh editions.



NE of the most curious is the Bible "in old Scots print" — one of the earliest in Scotland. A copy belonged to the eccentric General

Tam Dalyell of the Binns; the only man who is said to have regularly played cards with the Devil and lived to tell the tale!

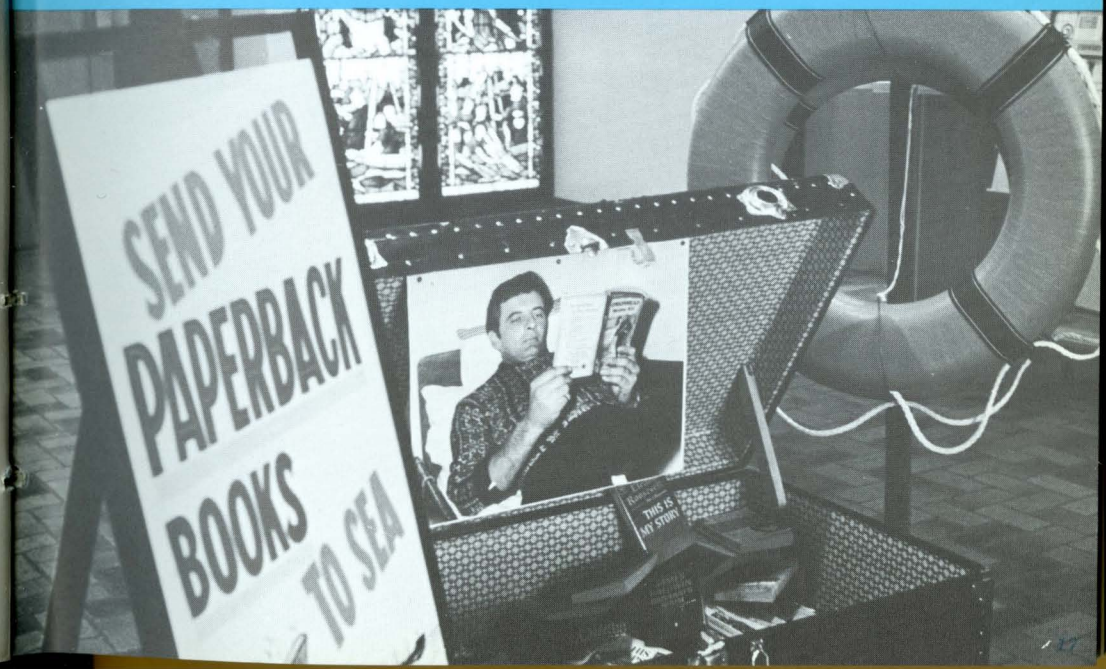


▲ Chaplain Dawson Teague offers communion to SCI staff members and seamen at the yearly All Saints Day service. Here at the Institute this special service is used to memorialize those seamen, former employees, staff members and their relatives who have died during the past year.

Assisting Chaplain Teague in the service, were our director, Dr. John M. Mulligan, and Chaplain Miller Cragon.

"Send Your Paperbacks to Sea," the annual campaign for paperback donations from the public received an enthusiastic response from the community this year. In less than two weeks, the sea chest in the lobby was filled to the brim twice, yielding more than 700 practically new paperbacks—all of which were gratefully received.

For more than a century and a half, the Institute has been sending books to sea for merchant seamen of all nationalities. In 1972, more than 15,000 bundles of magazines and paperbacks were distributed by our ship visitors to vessels destined for foreign ports. ▼





Mrs. Florence Barnett, executive director of the Lower Manhattan Cultural Council, greets members of the Anaconda Company at a reception recently held here at the Institute. The purpose of the reception was to introduce the Reverend John Moody, new associate director of the council, to representatives of the downtown business community and to acquaint them with some of its rapidly evolving programming.

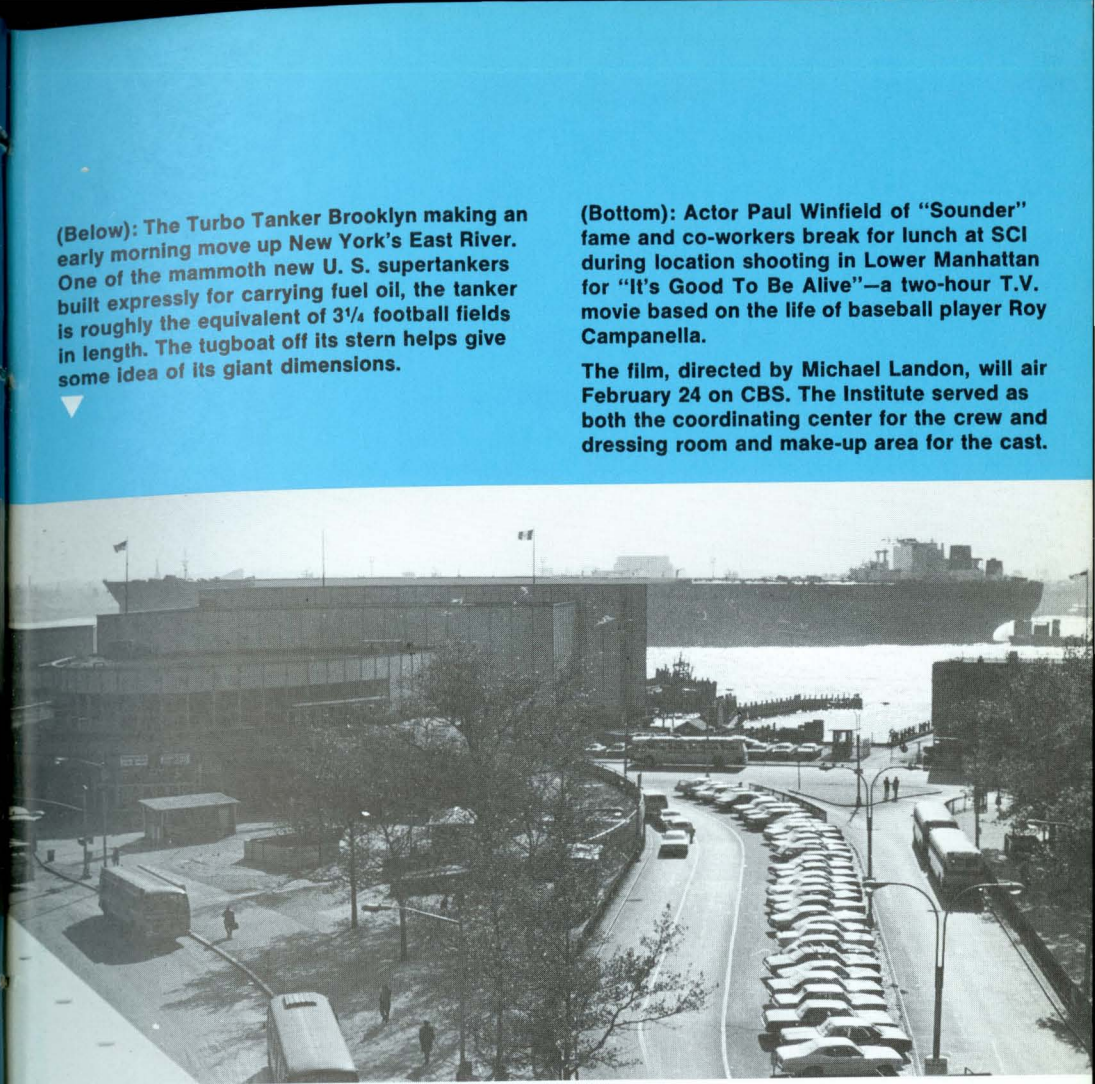


Roosevelt Institute instructor Edward Norberg introduces guest lecturer, Daniel Sundel (standing center) to members of his Intermodal Transportation class.

One of the leading spokesmen for the railroad shipping industry, Mr. Sundel is credited with initiating the "piggyback" concept in shipping; and his fact-filled but entertaining guest appearance has resulted in numerous student requests for a return engagement.



For those who read the October '73 Lookout article "Marine Sculptor Digs for Whales," here's what sculptor Alex Taller produced from one of the vertebrae. We're sure the whale never dreamed that it would become (in part) a work of art, but that it would have been quite pleased with the end result.



(Below): The Turbo Tanker Brooklyn making an early morning move up New York's East River. One of the mammoth new U. S. supertankers built expressly for carrying fuel oil, the tanker is roughly the equivalent of 3 1/4 football fields in length. The tugboat off its stern helps give some idea of its giant dimensions.

(Bottom): Actor Paul Winfield of "Sounder" fame and co-workers break for lunch at SCI during location shooting in Lower Manhattan for "It's Good To Be Alive"—a two-hour T.V. movie based on the life of baseball player Roy Campanella.

The film, directed by Michael Landon, will air February 24 on CBS. The Institute served as both the coordinating center for the crew and dressing room and make-up area for the cast.



Seamen's Church Institute of N. Y.

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New York, N. Y. 10004

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