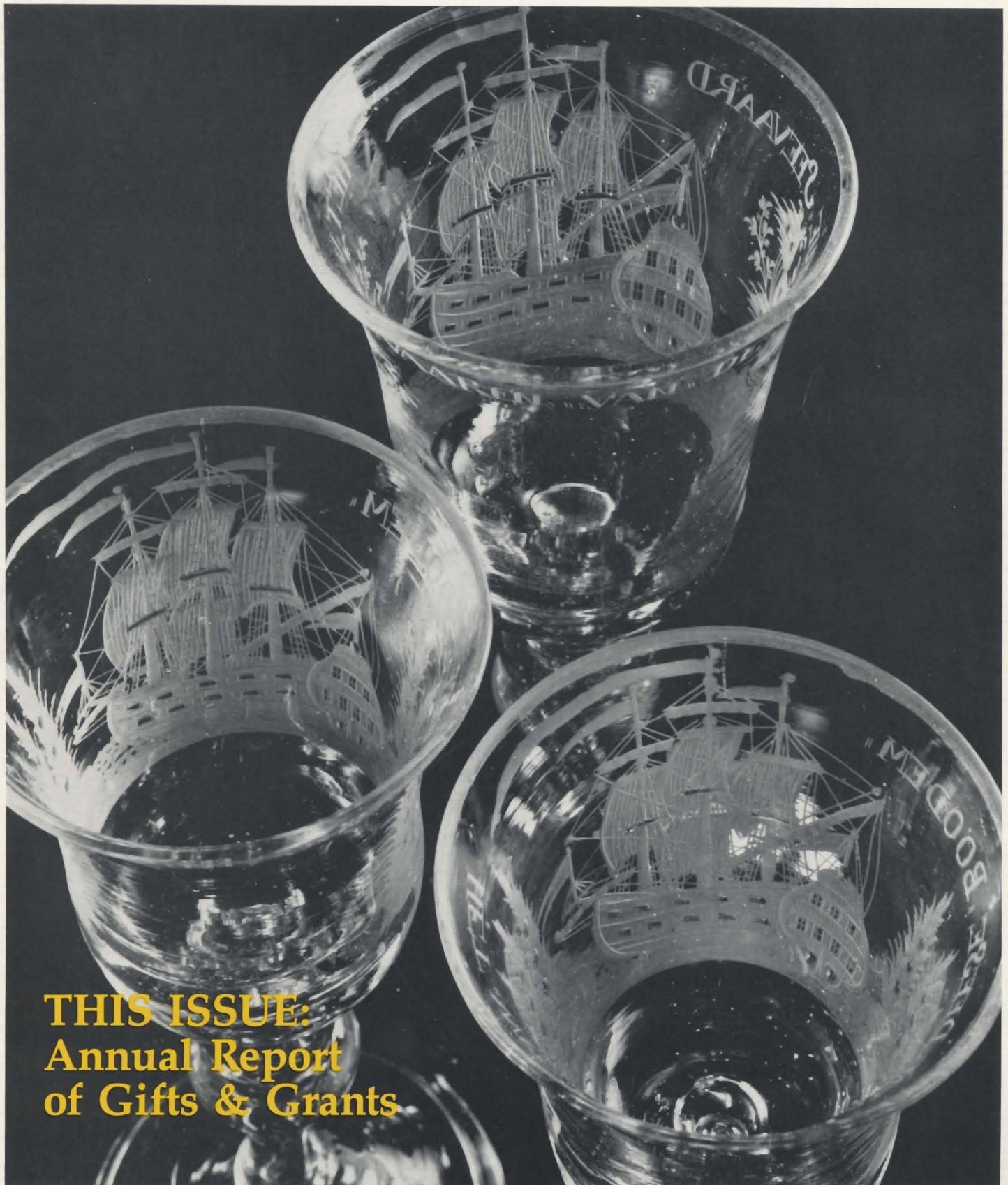


The LOOKOUT



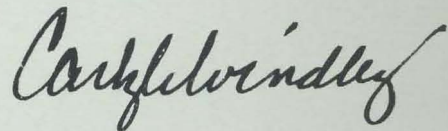
THIS ISSUE:
Annual Report
of Gifts & Grants

EDITOR'S NOTE

Because this is our Fall/Winter issue, it is also our Christmas edition. As in past years, we have purposefully made it a pot-pourri of articles that will appeal to people of all ages.

The cover is a symbolic nautical toast to all of you who have supported our work over the past year, and the magazine's content touches upon things happening at the Institute and around the port. There are also several articles appropriate for reading to the youngsters who might be visiting you during the holidays. We hasten to add, that adults will enjoy them, too. We particularly commend to your attention a warm and nostalgic article written by Chaplain William Haynsworth who for 25 years has been counselor and friend to seafarers of all nations here at the Institute.

As always, we invite your comments and wish you peace and joy during the rapidly approaching Christmas season and throughout the year ahead.



Carlyle Windley,
Editor

Cover Photo:

Three early 18th Century Dutch goblets given to the Institute by Miss Sally Howard. Each goblet is etched with a tall-masted ship and foliate design. Two are inscribed *Het Vel Vaaren Van Deese Boodem*, the other is inscribed *Wel Vaaren Van Der Vreje Seeward*. (Translations are welcomed! The editor)

photo courtesy: American Bureau of Shipping

The LOOKOUT

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A Day at SCI—Port Newark Center

The day starts early and ends late at SCI/NJ but there is never an idle moment at the Seafarers' Center.



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Commissioner Susan Frank

Although she will be leaving her post as head of New York City's Department of Ports and Terminals, Commissioner Frank points with pride to the Koch Administration's efforts to see that New York City will have the most modern marine terminals available and a strong industrial maritime base.



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New Jersey's Annual Port Gala showcases the Port and its future plans to become the major load center on the East Coast.



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SCI's Annual Report of Gifts and Grants

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A DAY AT SCI'S PORT NEWARK CENTER

Although the Seamen's Church Institute/New Jersey's Port Newark Seamen's Center does not open officially until 9 a.m., Barbara Clauson, the Center's administrator, says she almost always finds a group of seafarers already at the door when she arrives between 8 and 8:30 each morning. "This morning there was a group of six Korean seamen needing change and instructions on how to get to New York City. On other days, other groups might want to make telephone calls or a purchase at our store," Mrs. Clauson continued. So, the day at the Port Newark Center begins early and events continue with few stops until the Center closes at 11 p.m. (on Saturday the Center is open from 4-11 p.m. and 1-5 p.m. on Sundays).

Before delving more closely into a typical day at the Center, we should meet the people who keep it running. There are three chaplains, Francis Cho, Barbara Crafton and George Dawson who handle much of the ship visiting as well as a variety of other duties at the Center. On Fridays and Saturdays, Chaplain George Cummings joins the staff. Angela Sabatino is administrative assistant to Mrs. Clauson and handles the ordering of merchandise for the Center's General Store. The store is operated six days a week from 4-11 p.m. by Tatiana Scwezovic, although it is open to seafarers during the day, upon request. The Center features a restaurant that is popular with port workers, as well as seafarers. It is run by Penny Powell, assistant cook Arthur Reid and night cook William Patrick. The bar is

managed by Anthony Rizzalo. Joseph Fiore drives one of the Center's two vans to pick up and return seafarers wishing to visit the Center in the evenings. Building maintenance is handled, 24 hours a day, by Jimmy Karmanos.

In addition to the restaurant facilities, the center can accommodate a wide range of activities and services that are highly prized by the seafarers and shore-based workers. The list begins with ping pong and pool tables and continues with a library, lounge areas for reading and watching television, a sports field, a chapel and the General Store, which is stocked with clothing, toiletries, gifts and souvenirs. While at the Center, a seafarer can place overseas telephone calls, change currency, receive information about matters as varied as his rights on board ship or the sights of New York, seek personal or vocational counseling, find referrals for legal representation or local housing, see a movie or attend a meeting of Alcoholics Anonymous. Last year over 4,000 overseas telephone calls were handled at the Center and some 11,000 pieces of mail were sent to friends and family for seafarers.

In fact, the day at Port Newark begins even before Mrs. Clauson's arrival. Penny Powell starts preparing for the day's restaurant services at 8 a.m. Asked to name the most popular item on the Center's menu, Mrs. Powell quickly responds, "Hamburgers. I don't care where they come from, everyone knows and wants hamburgers and french fries." Perhaps Mrs. Powell is being a bit modest since the restaurant is also well known for its daily specials with barbeque ribs on Thursday being



easily the most popular.

The first order of business for Mrs. Clauson is placing calls to the ship terminals to determine what ships will be in port that day, their time of arrival and scheduled departure so that the chaplains will be able to map their routes for ship visiting when they arrive at about 10 a.m. "Many of the ships call to let us know they are



Clockwise from top left:

Seafarers arriving at the Center by SCI Van.

The Center Restaurant at noon.

Seafarers selecting lunch from the day's offering.

Checking for fit.

Shopper in the General Store.

in port," Mrs. Clauson said, "especially those that visit on a regular basis and are familiar with our Center."

In order to cover their responsibilities for ship visiting and Center duty, the chaplains rotate assignments with two working during the day, visiting ships and coming back to the Center, while the third covers the Center from 4-11 p.m. Ship visiting from the Port Newark Center reaches vessels in the Port Newark and Elizabeth complex, as well as those in neighboring Hudson County. Chaplain Crafton supervises her fellow chaplains and sets up their schedules, along with Mrs. Clauson, on a monthly basis. The ship visitors set out each day with materials to introduce seafarers to the Institute and provide some entertainment on ship. "We bring along with us flyers about the Institute, copies of "The Sea," which is put by out by the Anglican Missions to Seamen, and magazines of general interest, perhaps a pocket gospel and, when appropriate, a pamphlet on seafarers' rights and responsibilities," Chaplain Crafton said. "Francis Cho has translated our informational flyer into Chinese, Japanese and Korean, so those seafarers can learn about the services we have."

If they are on board a ship that is unfamiliar, the chaplain will first visit with the captain before seeking out crew members in the officers and crew messes. "We make a special effort to talk with seafarers from different countries on a multi-national ship, inquire if everyone is in good health, determine if there are any emergency needs aboard ship and find out if any crew members wish to

come to the Center," Chaplain Crafton continued. "If they have time off when we visit, the seafarers can come back to the Center with us, or else we put the ship on the schedule for a pick up that evening for Joe Fiore." Language is not usually a problem since the ship visitors are multi-lingual and if a common language cannot be found, pictures can be substituted for words to get the message across.

Transportation from the ships to

even death in the family," Mrs. Clauson explained. "We are their family here, and we try to share their joys and sorrows with them, like any family member."

The pace at the Center changes in the late afternoon, as the store opens and Joe Fiore comes in to check his pick up schedule and start to bring seafarers to the Center. From spring through fall at least one, and sometimes as many as three, soccer games are scheduled for the lighted field in

service, while the other nights the protestant chaplain on duty leads the prayers. Entertainment programs are scheduled several nights a week, with Tuesday and Thursday featuring movies on the Center's VCR.

Perhaps the most popular night is Wednesday, when either a cabaret or dance is on the agenda. Chaplain Crafton arranges the programs and coordinates the team of volunteers who help put the evenings together and often stay to socialize with the



Signing the Center's Log



For many seafarers attending a religious service ashore is a rare and welcomed event.



A Wednesday evening Cabaret

the Center is not often a problem. The Center has two vans and seafarers can call during the day to request transportation to the Center. The ship visitors can be reached via a beeper system during the day. At night, Joe Fiore and the chaplain on duty use both vans to make sure any seafarer who wants to come to the Center has the means to get there.

During the day, many seafarers from Europe make their way to the Center to place calls that will reach home during the evening hours because of the time difference. Mrs. Clauson, Ms. Sabatino, the volunteers on duty Tuesday and Thursday or the chaplains offer assistance in placing the calls. They are also on hand to share in the joy or sorrow the calls can bring. "Some calls bring the news that a seaman has become a father, while others bring news of illness or

back of the Center's building. Telephone calling continues unabated with the most calls to Central and South America and Asia.

Mrs. Scwezovic, who speaks seven languages, has been running the General Store for the past 12 years and during that time the requests have changed little. "The most frequently asked question is 'how do I get to New York,'" she says. Besides informational requests, Mrs. Scwezovic is busy changing currency for the quarters needed for telephone calls, vending machines and video games so popular with the seafarers. She is also called on as a fashion consultant at times. "Sailors want my opinion on whether a shirt matches a pair of pants or not."

Worship services are held at 8 p.m. every night. Twice a week Father Charles McTague holds a Catholic

seafarers. On cabaret nights the musical entertainment can range from popular to jazz or anything in between. Chaplain Crafton utilizes her own musical talents on many cabaret nights and makes a special effort to get the seafarers, themselves, involved. "We've had many a wonderful evening with seafarers taking their turn with the piano or a guitar or singing."

The day winds down with seafarers returning to their ships, and the Center pauses for a few hours before the next group of seafarers will be waiting at the door to greet Mrs. Clauson on her arrival the next morning.

E.K.

SUMMER SEMINARIANS

Sitting in an office at the Port Newark Seamen's Center, Dick Murphy, one of three seminary students who participated in SCI's 1985 Summer Seminarian program, searched for the proper words to describe the summer. Finally, he said, "I could see from the expression on their faces and the tone of their voice that they felt better for having had us visit and be a presence in their lives and we felt better for the experience as well. In every way, its been a very positive summer."

As part of the Summer Seminarian program Dick, Ray Maher and Renee Pak joined SCI staff members in carrying out the day-to-day work of the Institute, primarily at SCI/New Jersey's Port Newark Seamen's Center, but at its New York facilities also. The Rev. Barbara Crafton, a chaplain at Port Newark who supervised the program, said, "We felt strongly that you do, indeed, learn by doing, so we kept administrative matters and meetings to a minimum so they could spend as much time as possible serving seafarers."

Thus the trio spent much of their time visting ships on the New Jersey and New York waterfronts. They also worked at the Port Newark Center in the evenings, SCI's New York Passenger Ship Terminal Telephone Center on weekends and kept in contact with on-going programs in New York, particularly the Center for Seafarers' Rights. On Friday afternoons, Chaplain Crafton brought in guest speakers so that the seminarians could learn about the maritime industry and the Port of New York and New Jersey. The guest speakers included representatives from the



Seminarian Dick Murphy reviews the day's ship visiting schedule with the Center's Administrator Barbara Clauson and her Assistant Angela Sabatino.

Port Authority of New York and New Jersey, the International Longshoreman's Union and the *Journal of Commerce*.

"Father Jim Whittemore, the Institute's director, also spent an afternoon with the group talking about the pastoral aspects of our ministry at SCI," Chaplain Crafton said.

In addition to the speakers, Chaplain Crafton and the seminarians used their time together on Fridays to share and discuss their experiences during the past week with an eye toward helping one another improve their listening and counseling skills. "Each week one of the seminarians wrote up a detailed account of an exchange with a seafarer, which we called a Verbatim," Chaplain Crafton continued.

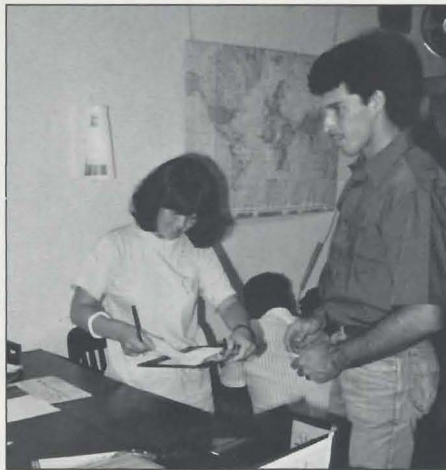
"Through discussion of the Verbatim, we had a chance to evaluate our per-

formance mutually and learn more about pastoral and listening techniques." Each of the students had completed at least one year of seminary schooling but their backgrounds and future plans differ widely, a fact Chaplain Crafton believes benefitted the group as a whole. "Their differences in personality, cultural background and approach made for a very dynamic group."

Ray Maher is a language teacher who took a leave of absence from St. Hilda's School in New York City, where he taught French, to study at Union Theological Seminary in Manhattan. Ray doesn't plan to seek ordination. He intends to return to teaching in a religiously affiliated school and, perhaps, expand his duties to include religious teaching and pastoral counseling. During his



Renee Pak helps a seafarer place an overseas telephone call.



Above: Ray Maher talks with journalist Ellen Kavier about his summer's work with SCI.

Below: Renee helps seafarer with overseas mail.

first year at the seminary, Ray set out to experience as many different kinds of ministries as he could. He worked at a men's shelter at the Cathedral of St. John the Divine and visited patients at Lincoln Hospital in the South Bronx. He was pleased to have been chosen to join SCI for the summer, where he would get a chance to meet seafarers, a group he knew little about. "I look forward in particular to working with third world seafarers as well as getting a chance to use my language ability in French and Spanish," Ray said.

Ray expected seafarers to be a rough and tumble group, but found something quite different as he visited their ships and met them at the Port Newark Seamen's Center. "They were very kind and hospitable. Seeing the collar I wore and knowing

I was from the Seamen's Church, they saw me as an ally and a friend," Ray said. "Sometimes upon boarding a ship I was escorted directly to the crew's mess and there would be nobody around. Early in the summer, I was tempted to put down my magazines and brochures about SCI and leave. But I soon learned that if you stayed a while, people would begin to wander in and you could meet and talk with them on a one-to-one basis. Those frequently were the times they would open up and you had your best visits."

Through his shipboard visits and the Friday afternoon group discussions with Chaplain Crafton and his colleagues, Ray feels he gained valuable insights into how to work with people in crisis situations. "One day a man told me he was divorcing his

wife. His major concern was how it would affect his children. Like so many other seafarers who talked about their troubles, I sensed this man was not looking for advice, but for someone to listen to him so he could release the tension and guilt he felt. Through the combination of meeting so many seafarers in situations such as these and the experiences I shared with Dick, Renee and Chaplain Crafton, I learned how important it is to be a good and interested listener, whether you are working with seafarers or, as I will be later on, with students," he said.

Dick Murphy, who is married and has a seven-year-old son, attends General Theological Seminary in Manhattan, where he is studying to become an Episcopal priest. He decided to enter the seminary after 14 years as a probation officer, to fulfill a life-long dream of serving in a religious setting. A self-proclaimed "product of the 60's" Dick has not lost his activist impulses and hopes to eventually work in an urban parish where he can be involved in parish development.

The chance to learn about a different world—that of seafarers—drew Dick to the SCI program. "That part of my personal goal for the summer was certainly realized," Dick said, "but I also found out a great deal more. I learned in a concentrated form what I would probably experience over a much longer time span in a parish." Dick found many similarities between the seafarers he met and other groups he had worked with in the past. "I sensed many of the same needs and concerns among the seafarers that I had seen in the coal miners, young people and adults I had worked with in parishes in my

home in Massachusetts. But with the seafarers going back to sea so quickly, the experience was much more concentrated."

Dick did have a chance to develop a closer relationship with one seaman who sought his help. "Late on Saturday afternoon at the Passenger Ship Terminal Telephone Center, a Columbian sailor, named Luis, told us he did not want to return to his ship. He was ill and said he was not getting proper medical treatment. He carried documentation from a hospital visit during an earlier stop in New York that confirmed his illness and so we arranged for him to stay at the Seafarers YMCA and put him in touch with Paul Chapman at the Center for Seafarers' Rights."

Luis received the medical help he needed and through the efforts of the Center, his employer agreed to pay for Luis's medical costs and transportation home after he recuperated. Dick visited Luis in the hospital and when he was released, Luis spent time with Dick and his family. "Luis and I talked a great deal about a variety of things," Dick said, "and before he left he not only thanked me and my family for our help, but told me it was the first time he had really let other people get close to him and that he was so grateful for the experience. We were also grateful for having had the chance to become Luis' friend."

At 25, Korean-born Renee Pak was the youngest of the seminarians. She is a graduate of Rutgers University with a degree in Chemistry and has completed two years at New Brunswick Theological Seminary. She plans to transfer to Drew Theological Seminary in Madison, New Jersey, which is affiliated with her own church, Methodist. Renee has two



Ray Maher helps seaman at the Passenger Ship Center.

goals to pursue once she has completed her studies. "Eventually, I would like to do missionary work in the Third World," Renee said. "But before undertaking that, I hope to work among second generation Koreans in the Korean community in the United States. As a member of that group, myself, I have seen the conflict and confusion they experience as a result of the clash between the traditional ways of their parents and the American culture they are being raised in. I think the church can play a key role in easing those tensions and I would like to help in that effort."

Although she enjoyed the variety of work at the Institute, Renee found the time at the Seamen's Center in Port Newark the most rewarding. "I found that at the Center you had a

chance to talk with the seamen in a more relaxed setting and thus got to know them better." Overall, the experience left Renee with a positive feeling about the future. "I have developed greater confidence in my ability to communicate with different people," Renee said. "My work this summer has reaffirmed my personal decision to attend the seminary and then enter church work." E.K.

Editor's Note: An important part of the Institute's work, the Summer Seminarian program is made possible by gifts and grants from local parishes awarded under the auspices of the Interparish Council.

Commissioner Susan Frank

*Summing up the
City's progress
along the waterfront*



Commissioner Frank

After serving as Commissioner of the New York City Department of Ports and Terminals since mid-1983, Susan Frank recently announced her desire to return to the private sector. Just prior to her resignation, *The Lookout* had a opportunity to talk with her about New York City's maritime industry and the outlook for its future.

Although the last decade has seen a significant growth in non-maritime use of waterfront property in New York City, Commissioner of the Department of Ports and Terminals Susan Frank says anyone inferring from this activity that the City is less committed to industrial maritime use of waterfront than in the past is mistaken. "Under Mayor Koch the City is spending more money on industrial maritime development than we have in many years, but the money is being targeted to different areas—those that have space to support the needs of today's maritime industry."

Changes in property requirements for industrial maritime facilities has been the prime factor in shifting the location of maritime activity in New York City. "To handle today's containerships, port areas really need to be huge parking lots," Commissioner Frank continued. "Ships need to come into port, unload their cargos and move out quickly, while the cargo itself may wait on land for a longer period before being picked up and transported elsewhere. As a result, the finger piers so common to Manhattan are not economically viable because they don't have the storage space required in today's market."

So the focus of the City's industrial maritime development activity has shifted to Staten Island and Brooklyn where the waterfront areas can provide the range of facilities needed by shippers. "Our policy under Mayor Koch has been to fully support the maritime industry by putting the City's money to work modernizing our marine terminals and working with the State of New York and the

Port Authority of New York and New Jersey on needed improvements," Commissioner Frank said.

One of the City's most important maritime projects is underway at Howland Hook on Staten Island, where the Port Authority agreed to invest \$85.7 million in a program designed to nearly double the capacity of the terminal, making it the highest volume cargo facility in the harbor. Howland Hook is the home of the United States Lines and as a result of the proposed expansion, the line has committed itself to making New York one of the major ports in its new round the world service. For the City, which has already invested \$85 million in acquiring and improving the facility since 1973, and who understood that U.S. Lines was considering shifting its activities to another port on the east coast if Howland Hook could not be expanded to accommodate a new generation of larger cargo ships, the agreement assured that jobs already in the port would remain and promised others for the future.

In Brooklyn, modernization and expansion has been centered on the Red Hook and South Brooklyn marine terminals. Red Hook is already one of the City's most modern terminals having been completed in 1981. The City has added 10 acres to the terminal and the Port Authority is investing \$14.5 million on terminal improvements.

At the South Brooklyn marine terminal, the City and New York State are investing \$20 million each in a modernization plan, the first phase of which is underway. Development has also begun on two parcels of land adjacent to the terminal. On one side of the terminal, land that had stood idle as a result of the purchase of Moore-McCormack Lines by U.S. Lines and subsequent consolidation of facilities is now the home of a commodities warehouse and the first container repair and storage depot on the Brooklyn waterfront. An economic development study is

underway to determine appropriate use of the other site.

During her term in office, Commissioner Frank has worked closely with the U.S. Navy on the development plans for the Navy's homeport on Staten Island, which was announced in 1983. Despite the objections of anti-nuclear groups to the homeport and a likely voter referendum on the issue, Commissioner Frank is confident the homeport will become a reality and bring with it tremendous benefits to New York. "In economic terms having the homeport on Staten Island will bring life back to an area that has been vacant for 30 years. It will also provide a boost to our ship repair industry. Traditionally, the Navy allocates 30 percent of its ship repair work to local shops," Commissioner Frank said. "But, as Mayor Koch has pointed out, economic considerations are just one part of the picture. New York has always been a Navy town and we are proud to have the Navy coming back and to have the opportunity to share in our country's defense network."

Now that so many improvements are underway, Commissioner Frank says the Department of Ports and Terminals is ready to take the next step, which she believes is an active marketing and promotion program to increase maritime business in the Port. "Now that we have committed ourselves to having the most modern marine terminals in the world, we have to go out and let the shipping world know that New York is the place to be." The Department plans to spend from earnings some \$350,000 a year on a marketing program and work with current tenants to reach out for new business. "We have undertaken market research and believe the opportunities are there to expand Port business. It is our next challenge," Commissioner Frank said, "and I am confident that with the investments we have made we will attract new tenants for the Port."

E.K.





Mayor Gibson, Messrs. Gerald Owens & Barney Sloan.

More than 350 members of the northern New Jersey business and maritime communities attended the third annual NJ Port Gala held at Port Newark/Elizabeth, NJ in mid-September. For many of those attending it was their first visit to the Port. For others, particularly members of the maritime community, it was an occasion to help 'showcase' the Port and to join in the support of the work of the Seamen's Church Institute in New Jersey.

Most guests arrived for late afternoon guided tours of the Port aboard Moran tugboats. They then joined the other guests for a reception in the main hall of the Institute's Seafarers' Center at 118 Export Street where in addition to drinks and bountiful hors d'oeuvres there were a variety of exhibits made possible by the Port Authority of NY & NJ, Sea-Land Services, Op Sail '86 and the Institute.

Following the reception, guests proceeded to a giant lighted, nautically decorated tent located on the soccer field adjacent to the Center for a gala seated dinner.

Bishop Dominic Marconi, Vicar of Union County gave the invocation and the Dinner Chairmen, Messrs. Daniel J. Kerrigan, President of Atlantic Container Line—USA and Edward J. Lenihan, President of Renaissance Newark spoke briefly on the importance of the expanding port complex to the state of New Jersey and the work of the Seamen's Church Institute to the more than 100,000 seafarers of all nations who call on the ports of northern New Jersey each year.

Among the happy guests.



Pictures, Please!

Honorary Chairman of the event, New Jersey Governor, Thomas H. Kean sent his official greetings and the Rev. James R. Whittemore, Director of the Seamen's Church Institute, m.c.'d the event.

The Hon. Kenneth A. Gibson, Mayor of Newark was a most welcomed honored guest as were Mr. Robert C. Winters, Vice Chairman of Prudential, the Hon. William K. Hutchison, a member of the Board of Commissioners of the Port Authority of NY & NJ and the newly named Chairman of the Port Authority's Board of Commissioners, the Hon. Philip D. Kaltenbacher and Mrs. Kaltenbacher.

Port Gala Committee members, Joan Foster of the Greater Newark Chamber of Commerce and Robert H. Franklin, Vice President of Public Service Electric & Gas awarded the "special prizes" of the evening, and at the conclusion of the dinner, guests were treated to a surprise performance and drill by the Port Authority Police Emerald Society Pipe Band.

Following the performance, guests were invited to join the Institute's volunteers and seafarers in port for an evening cabaret and disco at the Center.

The only such event of its kind in the nation, the NJ Port Gala is organized by leading members of the northern New Jersey business community both to support the work of the Institute and to introduce New Jerseyans to the work of their state's and the nation's leading marine complex.

Drum Major, Sgt. Robert Bechner.



N J P O R T G A L A ' 8 5



Heading out for a tour of the Port.

Like most Americans, seafarers, too, have a special affection for the Statue of Liberty. Not only is she a symbol of America's freedom, but for seafarers of all nations she is a steadfast friend, always there to greet them as they enter the Port, and to wave farewell as they head back out to sea.

Because of this special affection felt by seafarers for Miss Liberty, a nine foot tall, 3 dimensional replica of the famous statue was included as part of the Port Gala '85 exhibits. (See photo below.)

Built by a firm in Hoboken for the Port Authority of NY & NJ, the first replica was taken to an international trade show in Frankfurt, Germany. She caused such a sensation there that the model was presented to the City of Frankfurt at the close of the exposition.

The second replica was completed just in time for this year's Port Gala where she was warmly welcomed by guests and seafarers alike.



Among the hundreds of guest at the recent NJ Port Gala '85 were (L to R in the photo above) the newly named Chairman of the Board of Commissioners of the Port Authority of NY & NJ, Mr. Philip D. Kaltenbacher; Mr. Edward J. Lenihan, President of Renaissance Newark and Dinner co-chairman of the Port Gala; Mrs. Kaltenbacher; Mr. Robert H. Franklin, Vice President of Public Service Electric & Gas Co.; Mr. William K. Hutchinson, Port Authority Commissioner, the Rev. James R. Whittemore, Director of the Seamen's Church Institute of NY & NJ, and Mr. Daniel J. Kerrigan, President of Atlantic Container Line—USA and Dinner co-chairman of the Port Gala.

Miss Liberty
Mr. and Mrs. Andrew Stark



The P.A. Police Emerald Society Pipe Band.



The Saga of the Star of Scotland

"Bob, come topside, I have something to show you," Uncle Will shouted down the aft companionway.

I bounded up to the deck. He was standing on the poop deck, pointing to the horizon on our port bow. As soon as I was up beside him I saw, in a rosy haze, another sailing vessel, her square sails full and bellowed out, like a series of pink clouds, reflecting the sun in it's beginning descent. To my young eyes, she seemed like a "Fairy Ship," sailing on a pink cloud, or even a mirage.

"Looks like one of the old Clippers," Uncle Will said. "We are breaking out our pennants 'to speak her; I am sure she'll do the same. Why don't you go below and bring up your new camera."

Uncle Will was Captain William Burmeister, Master of the four mast, fore and aft rigged schooner, Alice Cooke. We were enroute to Puget Sound from Honolulu, to bring back a cargo of lumber. The Alice Cooke was one of the last two lumber schooners on the Pacific coastwide trade. This was my third vacation trip with Uncle Will. I was fourteen and even though I considered myself an "Old Hand," everything was still exciting, and adventurous to me.

"See, she is on a port tack and we are on a starboard one," Uncle Will pointed out, as I came back on deck. "What would that mean to you at night, Bob?"

"Oh! We would be showing a red running light and she a green one, so we would go ahead with care" I replied remembering the rhyme* he taught me on my first trip.

*Green to Green, Red to Red; All is safe, Go Ahead.



The Star of Scotland as photographed by the author in 1917.

We were now as close as we would ever be, since we were traveling in opposite directions. As I took my picture, the lookout aloft called down. "Captain, sir, She is The Star of Scotland."

"I thought it was one of those," said Mr. Krantz, the First Mate.

"Yes," Uncle Will turned to me, "I believe she has two sister ships, built about the same time: The Star of India and the Falls of Clyde. They were iron hull, full rigged square sailers, three masted, Clipper ships. They were very fast, built for the China or East India trade, deep sea ships to go around the Horn."

Just then the cabin boy rang the bell, announcing that the evening meal for the officers was ready to be served. As we all turned to go below, the Star of Scotland was rapidly merging into the sunset.

"Bob, we must'nt let cook's soup get cold. We'll talk some more about the old Clippers at the table."

As the cabin boy served the soup, Uncle Will asked Mr. Krantz:

"Do you remember if that was the Star of Scotland's first name?"

"I am not sure. I do know that the Alaska Packers started buying old iron hulled sailing vessels, especially the fast Clippers, about 1900. They thought this would be a cheap way to bring the canned salmon from Alaska

down to the main shipping port, Seattle. They renamed them all Stars. I heard tell as how one of them was already called a Star; so that is where they got the idea."

By that time, the soup plates had been cleared away; our main course was placed in front of Uncle Will. He sliced and served the meat, salt beef. We had run out of fresh meat three days out of Honolulu when all the ice had melted. We all helped ourselves to the boiled potatoes, cabbage and onions that went with the "Salt Horse" as the old sailors called it.

"About those old time sailing ships, especially the Clippers," Uncle Will continued as promised. "They were outfitted beautifully, even luxuriously, in the aft quarters. Their owners had rare woods gathered from all over the world for the finishing. Koa and monkey pod from the Hawaiian Islands, teak, rosewood, cedar and even sandalwood from the Far East. They hired oriental wood carvers. Wall panels and furniture were often inlaid with other rare woods or mother of pearl, to make scenes of figures. Captain Gates of the Lynton had a marble mantel built around a small coal-burning stove, with doors that opened in front, to make a fire place. A present for his wife, who always traveled with him."

Mr. Krantz added: "I sailed with Captain Sterling once as Second Mate. His wife always traveled with him. The Master's quarters were really elegant. Mrs. Sterling had everything built exactly as she wanted, for they were the owners. All of her closets were lined with sandalwood. In addition to the Officer's Mess, they had a small dining room of their own, to which

we officers were invited occasionally. She did not have the usual oilcloth on *her* table. There always were linen tablecloths and fresh napkins, daily. Mrs. Sterling was a fine musician, so the Main Salon was large enough to hold a full sized grand piano. We officers were frequently invited to come in to listen. She would play our favorite songs for us. I always felt a little uncomfortable in my everyday clothes, even though they were clean, as I sat on a sofa or chair that was covered in heavy, brocaded china silk.

"How well I remember that Salon. Captain and Mrs. Sterling were good friends of ours. My wife Sophie always traveled with me when she was alive. We spent many pleasant evenings, listening to Mary Sterling play. We always visited one another when our ships were in port at the same time. Yes Bob, the old Clippers were quite different from our old work horse, the Alice Cooke; but she is still pretty nice. Wouldn't you say?"

Of course I agreed, for the Alice Cooke was tops for me. By that time the dessert, tapioca pudding, was eaten. The Mates returned to their duties. Uncle Will went to his desk, to his daily evening stint of writing up the ship's Log. I retired to my bunk to read, by my oil lamp. Though my by book was interesting, I kept putting it down, wondering where the Star of Scotland was heading and what her aft quarters looked like. I would always remember those rosy-pink sail clouds merging into the sunset.



One summer day, In 1937, a friend called to remind me that he had promised to introduce me to live-bait fishing in the ocean. The time was at hand, for the yellowtail were really "running big." Could I get away in the morning for the day? I was now a busy doctor, practicing in Los

Angeles. Checking my calendar, I found that I could only spare the morning.

"Well" he said, "we had best go out to the fishing barge, anchored in Santa Monica Bay. The all day boat would be fun; but you can't tell when the run will end. I'll pick you up at six in the morning."

Ed Moreland, who was our minister and an ardent fisherman, was at my door on the dot. By seven-thirty, we were on the launch on the way out to the barge, anchored off the Santa Monica pier. It was a glorious California morning. The sky was clear, with just enough cumulus clouds to be interesting. The water was a sparkling sapphire blue, just enough breeze to make a few white caps.

As we came up on the barge, I saw that it was the rusted iron hulk of an old time sailing ship. She was dismasted, a few splashes of dirty white painted on a faded, rust streaked black background. Her plimsoll line was riding high above the water. There were quite a few early fishermen, hanging over the rail, their rods out. Suddenly someone on the launch yelled:

"Hey! look at them there hook-ups! The way those rods are bent, those yellowtail sure must be running big."

There were many "Oh Boy's and ah's" from the impatient fishermen on the launch. As we came around the stern to come up on the lee side, to board, I had a full view of the stern and a real shock. For there emblazoned across, on large, rust streaked, white letters was her name, "STAR OF SCOTLAND." I gulped. My boyhood memory hit me with force. My "Fairy Ship," my rosy mirage "with the billowing pink sail clouds," had faded into this? Her final sunset?

We reached the lee side, climbed the gangway, stepped on deck. No longer was it the white holystoned deck I had visualized in my boyhood. Now dirty and already littered with scales and dead bait, though I am sure that it had been hosed down the night before, the aft housing was gone. Midship there was a makeshift wooden deckhouse that held a small, ill appointed galley to dispense

greasy hamburgers and cold drinks. Alongside of this was a small tackle shop where fishing supplies were sold and equipment could be rented. On top of the hatch covers, aft and forward of the galley, wooden, water tight tanks were built. These had fresh circulating salt water to keep the bait alive. The stanchions, to which hawsers are attached, were intact but flaked with rust. Everything was in disrepair.

My initiation to live-bait fishing was a huge success. I caught and fought enough yellowtail to make me really tired. Then I went home in time to make my afternoon rounds at the hospital; then deliver promised fish to the neighbors.

I retired early that night as I had to be at the hospital by eight in the morning. I tossed and turned; but sleep would not come to blot out that sad sight of my "Fairy Ship" and the state into which she had fallen. If I could just see her once again as she was. Suddenly I remembered my old picture album. I got out of bed, hurried to the family storeroom to retrieve the picture record of those vacation trips. In the kitchen, over a cup of hot milk and munching a few cookies, I relived those sailing days. There after turning about ten pages, was the faded, somewhat yellowed proof that the Star had lived as I remembered. Somewhat hazy and distant, yes, but still a cloud of sails. Suddenly I realized there was something in me that just had to be expressed. I went up to my study and committed it to paper: a poem, which I entitled, "The Fishing Barge."

Fishing Barge

*Once She was a proud, tall ship
That roamed the seven seas.
Her gleaming sails like billowy clouds
Caught every little breeze.
Her decks were white from holystone,
She shone with teak and brass,
Handled tender on the helm,
Aye! She was a pretty lass.
Her figurehead looked proudly down
As She cut the waters clean.
Faster was She than all afloat
Of the Clippers, She was Queen.*

*What was once a proud, tall ship,
Is now a fishing barge.*

*Her decks no longer holystoned
Are tramped by throngs at large,
Landlubbers, knowing not her past,
Nor caring much that once she cast
Great portents over sea and state;
Not thinking of her present fate,
Seeing not the spars that used to rise
To greet the gulls in windy skies.
Only avid seekers after fish
A Queen they subject to every wish.*

*Where once She swiftly sailed and dipped
Now a Captive: wings are clipped
By rusty chains, buoys and kelp,
Mutely suffering, beyond help.
Those who know and love ships say
At times she tugs as if to be on way
Again, as in the days gone by
When a Queen, She did ply
From port to port; A great deepwater ship
Who made news, broke records every trip.
Ah! Cruel Fate; To once have claimed*

*Royal due
Then be reduced to such a state as You.*

Robert B. Hope
May 29, 1937

Returning to private practice, after almost four years in New Guinea and Australia, during World War II, I again went fishing. Now, however, we always went on "live-bait" boats, for there was no longer a fishing barge in Santa Monica Bay.



Our Christmas present to each other in 1982, was a trip to Tahiti and the South Sea Islands. On the return trip home, our last port before arriving in Los Angeles was Honolulu, my old home. As we were docking at Aloha wharf, from the sun deck I could see over the top of the wharf. There docked at what appeared to be a permanent berth, was an old time square rigged sailing ship. She was apparently being restored, hopefully to former glory. As soon as I could the next day, I went

over to investigate. It proved to be the Falls of Clyde, one of the sister ships to the Star of Scotland. I remembered then that the other sister, the Star of India, had been restored and was permanently berthed in San Diego. I decided then that I must write the story of the Star of Scotland.

After full retirement a year ago, I now had time to write. So I started to try to find out what happened to the fishing barge in Santa Monica Bay. I thought this might be a simple matter if I could find volumes of Lloyd's Registry of Ships. None were available. In the first library I went to, I could find only seven books on sailing vessels. None of these were of help. Then I remembered the new library in the community from which I had moved a year ago. There I found a very modern, computerized, reference department, manned by most helpful reference librarians. They were able to find fifteen volumes about sailing vessels, both old and more recent vintage. In only two did I find the reference that I needed. The first was "The Windjammers,"¹ it was filled with many black and white photographs of old time sailing ships. On page 149, under the heading, "Stars of the North: The Alaskan Packers' I found two photographs, one with the caption "The Star of India idles in San Francisco Bay, waiting for the next year's salmon run." The ship in the immediate foreground was The Star of India. There were a number of other square riggers lined up on two wharves, so that the picture resembled a forest of masts.

In a column alongside the pictures, the legend told how the Alaskan packers, started in 1901 to buy up sturdy Clipper ships, to use them as an economical means of bringing back the canned salmon from Alaska. These ships constituted the packers' Star Line, as they renamed them all Stars. The same book had four photographs showing some of the luxurious victorian appointments of the Master's quarters.

Then in *The Last Tall Ships*,² a beautifully illustrated volume, I found the quote on page 24 that I was really searching for:

"The Star of Scotland carried a cargo of lumber to Cape Town; but later was sunk by a German U-Boat while crossing to Paranagua, Brazil, in ballast, in November 1942."

This really upset me. How could this be? I was sure that way back in 1937 I saw a fishing barge with the name, Star of Scotland! Could my memory be wrong? Was I slipping? I was completely baffled. I called all the historical societies I could find in the Los Angeles and Santa Monica, area, to no avail. The reference department of the Los Angeles Library was of no help.

Then I hit on a very simple solution. I called the Harbor Master of the Harbor Patrol on the Santa Monica pier. I asked him if he knew the name of the old fishing barge that was anchored off the pier in 1937. Without hesitating at all, he answered. "Oh yes, that was the old square rigged iron ship, named the Star of Scotland. Someone bought the old hulk at the start of the war, refurbished and recommissioned her, then sailed her to Cape Town, South Africa with a cargo of lumber. She was later sunk by a German U-Boat while enroute to Brazil, South America, in 1942."

I was relieved. My memory had not been faulty. The Star of Scotland had survived the ignominy of ending as a fishing barge. Instead her death was a heroic one worthy of the traditional Clipper. Thus ends the Saga of the Star of Scotland.

The brave Warriors of old, earned Eternal Rest in Valhalla. Could there be a Valhalla for Brave Tall Ships to earn Eternal Anchorage in a Snug Harbor? I hope so, for surely The Star of Scotland would be there.

Dr. Robert B. Hope



¹*The Windjammer*, by Oliver E. Allen
Published by Time-Life, 1978.

²*The Last Tall Ships*, by George Kahre,
Published in 1948.

**Annual Report
of
Gifts and Grants
1984**

Seamen's Church Institute of NY & NJ

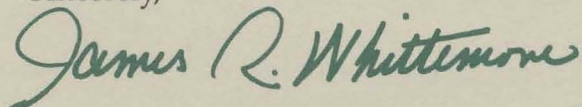
Message from the Director

Dear Friends:

I want to take this opportunity to express our heartfelt thanks to all of our contributors who, through their gifts and grants, help preserve and strengthen the Institute's services to the world's seafarers, both within and without the Greater Port of New York and New Jersey.

For more than a century and a half, the Institute has enjoyed the loyal and generous support of friends all over the United States and the world. We are profoundly grateful for their friendship and their devotion to our mission.

Sincerely,

A handwritten signature in dark ink, reading "James R. Whittemore". The signature is written in a cursive style with a large initial "J" and a prominent flourish at the end.

The Rev. James R. Whittemore

Summary

Voluntary Support 1984 Fund Year

At the close of the 1984 fundraising year on December 31, the Institute had received a grand total of \$983,274 in gifts and grants in cash and securities.

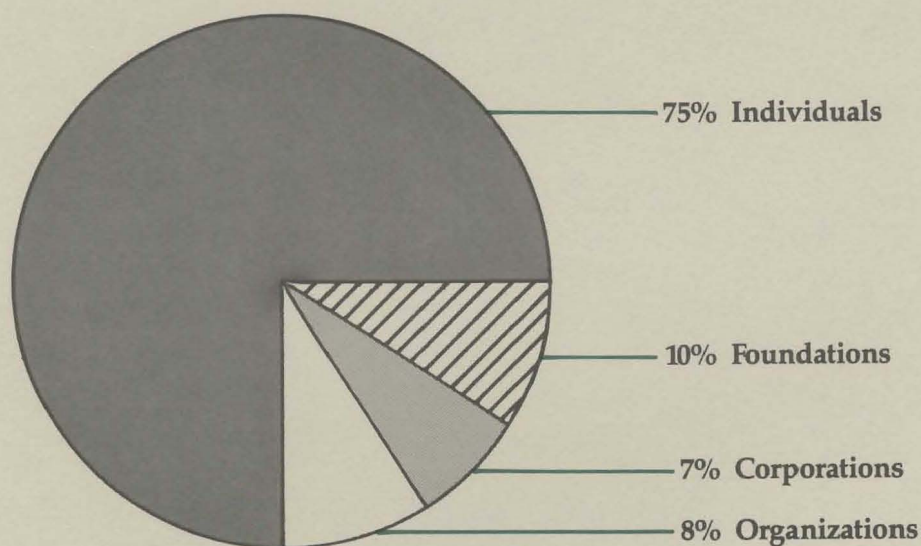
This sum represents 3,393 gifts received from 2,278 contributors: an increase of 17% in the number of gifts received during the previous year and a 10% increase in the number of contributors.

Total voluntary support includes \$739,887 from individuals, \$90,717 from foundations, \$73,190 from corporations and \$79,480 from organizations. Income from planned gifts, trusts and bequests, accounted for some \$555,687 of the contributions received from individuals.

Some \$661,489 was contributed in unrestricted gifts; while \$321,785 was restricted to programs and projects.

Of the contributions received in 1984, a total of \$844,507 was awarded for operations while \$138,767 was designated for endowment, plant and equipment.

Sources of Gifts and Grants 1984



The Commodore Club and The Flagship Society

Commodore Club

The Commodore Club was established in 1982 by the Board of Managers as a means of recognizing individual contributors who have made gifts to the Institute's work totaling \$10,000 or more.

The Institute welcomed three new members to the club in 1984, bringing the total to nineteen.

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The Hon. John P. Humes*	*Deceased

The Flagship Society

The Flagship Society was established to recognize individual contributors who make annual gifts of \$1,000 or more to support the Institute's work. The members of the Flagship Society set the pace for the annual appeal for general support, the means by which the Institute finances its special programs for active seafarers.

Eight new members added their names to this important group of supporters in 1984.

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The Anchors

The Anchors, of the Seamen's Church Institute are those individuals who make annual gifts of \$100 to \$999 toward the support of programs and services for seafarers. In 1984, 190 individuals made gifts in this range, a 28% increase over 1983. Their contributions help to ensure that the Institute remains secure in its mission to seafarers.

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Maritime Friends of Seamen's Church Institute, Inc.

Since 1975, a group of maritime and maritime related corporations and individuals have united in an annual effort to raise funds for the Institute in support of its many services to seafarers. In 1984, the Maritime Friends made a grant of \$40,271. A portion of this grant was used to purchase a new maxi-wagon for the Institute's Seafarers' Center in Port Newark.

The Seamen's Church Institute is fortunate to have these special friends and gratefully acknowledges their annual support.

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Corporations, Foundations and Organizations

Corporations

In 1984, gifts and grants from corporations provided special support for the Institute's programs in maritime education and training, as well as general support for social services and cultural projects. The Institute values the interest and support of its corporate friends, and seeks, with them, the common goal of a vital maritime industry.

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*Corporate Matching Gift

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International Transport Workers Federation	The Arthur M. & Olga Eisig-
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Loomis Foundation	Trinity Church Grants Board
William T. Morris Foundation	Union Foundation
National Endowment for the Arts	

Organizations & Associations

It is with gratitude and pleasure that we acknowledge the 1984 contribution of the following organizations and associations.

Amicabilae Society	Officers' Wives Club,
The Fund/Greater Newark Chamber	US Merchant Marine Academy
of Commerce	Port Authority of New York & New Jersey
Life Savings Benevolent Association	The Rudder Club
Maritime Friends of Seamen's Church	St. Margaret's Guild of Malverne
Institute, Inc.	Staten Island Association of SCI
Military Sealift Command, Atlantic	Greater New York Fund (United Way)
Norwegian Gov't. Seamen's Service	Women's Seamen's Friend Society
	of Connecticut

Parishes and Ships

Parishes

Parishes across the country responded dramatically in 1984 to the call for assistance for seafarers. The number of parishes contributing to our work rose more than 50%, and contributions rose more than 60%. We are pleased to add 6 states to our 1984 Parish roster: Florida, Idaho, Illinois, Montana, New Hampshire and Texas.

Through gifts and grants, knitting and volunteer work, parishes show their commitment to our programs addressing the needs of seafarers. Please let us know if you would like to add your church's name to our list.

- | | |
|--|---|
| All Saints Church Lakewood, NJ | Emanuel Churchwomen, |
| ECW, All Saints Church New York, NY | Emanuel P.E. Church Chestertown, MD |
| Women of Calvary, | First Baptist Church Summitville, IN |
| Calvary Episcopal Church Summit, NJ | Women's Chapter, |
| The Parish of Calvary, Holy Communion | Grace Episcopal Church Rutherford, NJ |
| and St. George's New York, NY | Episcopal Woman Service Club, |
| Catholic Daughters of America Toms River, NJ | Grace Church Brooklyn, NY |
| ECW, Christ Church Redding Ridge, CT | Grace Church Nyack, NY |
| Christ Church Greenwich, CT | Grace Church Jamaica, NY |
| Christ Church Easton, MD | ECW, Grace Church Linden, NJ |
| Christ Church Women's Guild Ridgewood, NJ | Extra Mile Committee, Grace Church . Madison, NJ |
| Women's Guild, Christ Church Short Hills, NJ | ECW, Grace-St. Paul's Trenton, NJ |
| Christ Church Forestport, NY | American Baptist Church Valley Forge, PA |
| Christ Church Cincinnati, OH | Hilton Baptist Church Hilton, NY |
| St. Margaret's Guild, Christ Episcopal | Sisterhood of the Holy Nativity . . Fond Du Lac, WI |
| Church Charlottesville, VA | Holy Trinity Church Middletown, CT |
| ECW, Christ Church St. Michaels, MD | Church Women of |
| St. Mary's Guild, Church of | Holy Trinity Church Oxford, MD |
| the Advent Westbury, NY | St. Mary's Guild, Holy Trinity Church . . Delair, NJ |
| ECW, Church of the Annunciation Oradell, NJ | Holy Trinity Church Valley Stream, NY |
| St. Martha's Evening Guild, Church of the | NY Women's Society, |
| Ascension Staten Island, NY | Lake Avenue Baptist Church Rochester, NY |
| ECW, Church of the Evergreens . . Moorestown, NJ | Women's Guild, |
| Church of the Good Shepherd Buffalo, NY | Montclair Heights Church . . Upper Montclair, NJ |
| St. Martha's Guild, Church of | Women's Mission Society, |
| the Good Shepherd Newburgh, NY | Park Street Baptist Church Pittsfield, NH |
| Church of the Heavenly Rest New York, NY | ECW, St. Alban's |
| Holy Spirit Guild, Church of the | Episcopal Church Cleveland, Hts., OH |
| Holy Spirit Missoula, MT | ECW, St. Andrew's Church Meriden, CT |
| Church of the Holy Spirit Verona, NJ | ECW, St. Andrew's |
| Church of the Incarnation New York, NY | Episcopal Church Staten Island, NY |
| Lodge Chapter, Church of the | Women of St. Ann's Episcopal Church . . Afton, NY |
| Incarnation Dallas, TX | St. Barnabas Guild De Land, FL |
| Chancel Guild, The Church of | Women of St. Barnabas by the Bay Villas, NJ |
| the Nativity Lewiston, ID | Women of St. Eustace Church Lake Placid, NY |
| Church of the Holy Cross Plainfield, NJ | St. George's Church Riviera Beach, FL |
| ECW, Church of our Saviour Plainville, CT | St. George's Brotherhood, Inc. |
| St. Lydia's Guild, Church of | St. George's Parish Flushing, NY |
| the Transfiguration Freeport, NY | Women of St. Gregory's |
| Daughters of the King Lincoln, IL | Episcopal Church Parsippany, NJ |
| ECW, The Diocese of Connecticut . . Uncasville, CT | ECW, St. James Parish Birmingham, MI |
| ECW, The Diocese of | St. James ECW Callicoon, NY |
| Long Island East Elmhurst, NY | Women's Auxiliary, St. James |
| ECW, Diocese of Newark Newark, NJ | Church Elmhurst, NY |
| GFS Sponsors Club, | Women of St. James Skaneateles, NY |
| The Diocese of Newark Newark, NJ | ECW, St. James Church Upper Montclair, NJ |
| The Diocese of New York New York, NY | ECW, St. James Ridgely, NJ |
| ECW, Diocese of Southern Virginia . . . Norfolk, VA | Women of St. James the Less Scarsdale, NY |
| ECW, The Diocese of Ohio Niles, OH | St. Ann's Guild, St. John's |
| Episcopal Churchwomen Halcomb, NY | Church Huntington, NY |
| | ECW, Day Branch, St. John's Church . . Yonkers, NY |

Parishes

(Continued)

ECW, St. John's Church	Bristol, CT	ECW, St. Paul's Church	Westfield, NJ
St. John's Church	Stamford, CT	Women of St. Paul's Church	Watertown, NY
ECW of St. John's Episcopal Church	West Hartford, CT	ECW, St. Paul's Episcopal Church . .	Englewood, NJ
Women of St. John's Episcopal Church	Chevy Chase, MD	Women of St. Paul's Church	No. Arlington, NJ
St. John's Guild, St. John's Church	Dover, NJ	ECW, St. Paul's Church	Patchogue, NY
St. John's Church	Elizabeth, NJ	St. Paul's Episcopal Church	Petersburg, VA
ECW of St. John's Church	Montclair, NJ	St. Paul's Church	Troy, NY
St. John's Service Guild	Ramsey, NJ	St. Margaret's Rector's Aid Soc., St. Paul's Church	Paterson, NJ
ECW, St. John's Episcopal Church . .	Somerville, NJ	The Women of St. Peter's Church . .	Dickerson, MD
ECW, St. John's Episcopal Church	Staten Island, NY	St. Margaret's Guild, St. Peter's Episcopal Church	Clifton, NJ
ECW, St. John's Episcopal Church . .	Ellenville, NY	St. Peter's Church	Sheridan, WY
ECW, St. John's Episcopal Church . .	Flushing, NY	ECW, St. Peter's Church	Essex Fells, NJ
St. Jude's Church	Franklin, NH	St. Peter's Church	Butler, PA
St. Lawrence's Church	Alexandria Bay, NY	The Women of St. Philip's Church . . .	Brevard, NC
St. Luke's Churchwomen	Montclair, NJ	ECW, St. Stephen's Church	Jersey City, NJ
ECW, St. Luke's Episcopal Church	So. Glastonbury, CT	ECW, St. Stephen's Episcopal Church	Armonk, NY
ECW, St. Luke's Episcopal Church . . .	Fairport, NY	ECW, St. Stephen's Episcopal Church .	Whiting, NJ
St. Luke's Church	East Hampton, NY	ECW, St. Thomas Episcopal Church .	Red Bank, NJ
St. Luke's Church	Chester, VT	ECW of St. Thomas Church	Wassaic, NY
St. Mark's Church	Bridgewater, CT	St. Thomas Church	Malverne, NY
St. Mark's Church	New Britain, CT	St. Thomas Church	Hanover, NH
St. Mark's Episcopal Church	Erie, PA	ECW, St. Thomas of Canterbury . .	Smithtown, NY
St. Mark's Episcopal Church	Islip, NY	Trinity Cathedral Auxiliary	Pittsburgh, PA
The Women of St. Mark's Church . . .	Mt. Kisco, NY	Trinity Church	Branford, CT
St. Mark's Church	Port Leyden, NY	ECW of Trinity Church	Lakeville, CT
The Women of St. Mary's Episcopal Church	Staten Island, NY	ECW, Trinity Parish	Wethersfield, CT
Women of St. Mary's Church	Cold Spring, NY	Trinity Church	Arlington, NJ
Women of St. Matthew's Church	Paramus, NJ	Trinity Church	Red Bank, NJ
ECW, St. Matthew's Church	Toledo, OH	ECW of Trinity Church	New Rochelle, NY
Women's Auxiliary, St. Matthew's Church	Homestead, PA	ECW of Trinity Church	Northport, NY
4th Chapter, St. Paul's Church	Rochester, NY	St. Martha's Chapter of ECW	Roslyn, NY
St. Paul's Church	East Orange, NJ	Women of Trinity Episcopal Church	Portsmouth, VA
ECW, St. Paul's Episcopal Church	Rahway, NJ	Women of Trinity Church	Elmira, NY
		Union Episcopal Churchwomen . . .	Claremont, NH
		Woman's Guild of Zion Church . . .	Douglaston, NY

Ships

Each year, ships' crews make significant gifts to the Institute in recognition of the efforts we expend on their behalf. We are honored by these gifts and grateful for the generosity and goodwill they represent.

SS American Accord	USNS Pawcatuck
SS American Legion	USNS Range Sentinel
SS Export Champion	USNS Saturn
SS Fortaleza	USNS Sirius
SS Sealand Express	USNS Vanguard
USNS Kane	USNS Vega
USNS Marshfield	USNS Waccamaw

Memorials, Bequests and Trusts

Memorials

The Seamen's Church Institute is honored to be the recipient of gifts representing contributions made in memory of friends and loved ones. Each gift is recorded in the Institute's archives to ensure a permanent record.

The funds provided by memorials and legacies are generally used to strengthen the Institute's endowment.

In Memory Of

Joseph Albright
David Anderson
Sidney Leslie Banks
Cornelius G. S. Banta
Marie Baumann
Edith G. Baxter
Harold S. Benner
Edmond G. Bradfield
John Buckley
Capt. Harold R. Bunce, Jr.
Elizabeth O'Neill Butt
E. Hilton Clinch, Sr.
Lloyd Dalzell
Samuel Delman
Mrs. Calvio T. Durgin
Cornelis Edel
Lt. Col. Bertrand C. Fowler
Ceil Gaston
Neal Hall
Charles D. Henley
Mr. & Mrs. Bartlett Braxton Jones

Robert Keenan
Albion Lane
F. Hallett Lovel
Edward Mallon
Clarence B. Michell
Anna M. Miller
Mrs. Harry B. Mitchell
Mr. & Mrs. Walter G. Nelson
Alfred Ott
John Borrows Peaty
Lilian Percival
Mrs. F. Spencer Perry
George Quinly
Son of Mrs. Herbert C. Ray
John Schneider
Allen B. Secor
William T. Stengle
C. Rachel Trowbridge
Stanley Wilson
John E. Young

Bequests and Trusts

In 1984, income from bequests and trusts totaled \$555,687, representing a significant measure of support for the Institute's work.

The Institute is most fortunate to be the beneficiary of these planned gifts. The instruments through which they are made permit our donors to make substantial contributions to the Institute while accruing important tax savings.

Estate of William P. Abbe
Estate of Beatrice C. Allison
Estate of LeVan Bollinger
Estate of Ruth Lawrence Briggs
Estate of Frederick Burgess
Estate of Helen L. Clark
Estate of Anna Coleman
Estate of Fonrose W. Condict
Estate of Lillian Cox
Estate of John B. Crockett
Estate of Lucile Smith James
Estate of Max O. Jordan

Estate of Charles S. Keene
Estate of Louise B. Lord
Estate of George P. Lumsden
Estate of Estelle A. Manning
Estate of Martha Jane McClatchey
Estate of Almond M. Paine
Estate of Louis M. Plansoen
Estate of Charles F. Pope
Estate of Donald A. Sargent
Estate of Kate B. Sheadle
Estate of Aurilla B. Tuttle
Estate of Pauline L. Weber

Giving To The Institute

You may be able to contribute more to the Institute than you realize. Current tax laws encourage generous gifts by providing significant tax incentives. The net cost of a gift to the Institute will be less in almost every case than the dollar amount of your contribution.

Cash

The simplest form of gift to SCI is cash. Gifts of cash are deductible for Federal income tax purposes up to a maximum of 50% of your adjusted gross income in any given year. Any excess may be carried forward and deducted, subject to the same 50% limitation, in the next five taxable years until such excess has been fully deducted.

Securities

A gift of securities enables you to take a charitable deduction on your income tax return equivalent to the full market value of the securities. A gift of appreciated securities is of considerable tax advantage to you and allows you to avoid the tax on capital gains, which you would pay if you were to sell the securities. Generally, your deduction in any one year for the full market value of a gift of appreciated securities may not exceed 30% of your adjusted gross income. Any excess may be carried over and deducted, subject to the same 30% limitation, in the next five years until the excess has been fully deducted.

Real Estate

Real property including land, buildings, or leaseholds are welcomed. Gifts of appreciated real estate follow the same general guidelines as those gifts of appreciated securities. Should you wish to retain the use of a personal residence during your lifetime, income and estate tax benefits can be realized by deeding such real estate to SCI while retaining a life interest.

Life Insurance

If you no longer need the protection of a life insurance policy, you may irrevocably transfer ownership of the policy to SCI. You will be entitled to a charitable deduction equivalent approximately to the policy's cash surrender value. There are other options that can be advantageous to you regarding: 1. payment of premiums on policies; 2. fully paid insurance policies; 3. taking out a new insurance policy naming SCI as owner and sole beneficiary.

Retained Life Income Gifts

You may make a gift to SCI now but continue to receive income from these assets. Money, securities (or in some cases other property) can be transferred irrevocably to a trustee and a specified annuity (or a percentage of principal value) will be paid each year to you and/or another beneficiary you name. After the death of the last income recipient, the principal belongs to SCI. A retained life income gift ordinarily has both income tax and estate tax advantages for you. Because these gifts (which are set up as trust funds—either in the form of a unitrust or annuity trust) are separately invested, a minimum gift of \$50,000 is required to allow for adequate investment diversification.

Bequests

An outright bequest to SCI, as well as certain bequests in trust will reduce your Federal estate tax. An unrestricted bequest, one in which you enable SCI to add to its endowment or to expend in whole or in part as it judges best might read:

"I give _____(dollars) to Seamen's Church Institute of New York and New Jersey, a New York Corporation having its principal office at 50 Broadway, New York, N.Y. 10004, for the general purpose of said Institute."

There are also a number of other forms that a bequest may take including: 1. a residuary bequest (share or percentage of any residual estate after specific bequests have been satisfied) 2. a contingent bequest (provision which becomes effective only if some condition is not met such as a spouse or child surviving you) 3. a charitable testamentary trust (assets bequeathed are to a trust which provides both for individuals and for SCI).

Book of Remembrance

Personal or memorial gifts of \$36,500 or more also entitle the donor to a special page in the Institute's Book of Remembrance. This handcrafted, beautifully illuminated book is retained in the Institute's chapel and allows the donor to reserve a special memorial Red Letter Day in perpetuity. That memorial day is exclusive to the donor and the reserved page is inscribed with your commemorative message.

Memorial Gifts

Memorial gifts of any amount are also gratefully received. These names are also retained in a special book and at the donor's request appropriate members of the family are notified of the gift.

For Additional Information

We welcome the opportunity to talk with you or your advisors about ways in which you might make a gift to the Institute. Please write or call: John D. Bradley, Director of Development, Seamen's Church Institute of New York and New Jersey, 50 Broadway, New York, N.Y. 10004. Telephone: 212/269-2710.

Development Committee and Staff

Development Committee of the SCI Board of Managers

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Special Note

Every effort has been made to assure the accuracy of the information contained in this report. We welcome, however, notification concerning errors. Please send corrections to:

Director of Development
Seamen's Church Institute of NY & NJ
50 Broadway
New York, New York 10004.

AT THE INSTITUTE

Herman Goldman Foundation Makes Grant to SCI Maritime Training

In support of the Seamen's Church Institute of New York and New Jersey's continuing effort to raise national standards of maritime safety and training, the Herman Goldman Foundation has awarded a \$60,000 grant to SCI's Maritime Training Division.

The grant, payable over a 3 year period, will assist the division in developing and upgrading programs in advance radar navigation and shipboard fire fighting; the sponsorship of seminars, forums, and papers devoted to promoting standards of training that meet or exceed current national or international standards in radar (see page 28) and shipboard fire fighting training, the purchase of needed fire fighting equipment for SCI's training division and the exploration of computer aided instruction for general maritime training.

The Herman Goldman Foundation was founded by Mr. Herman Goldman, a prominent New York attorney with offices in lower Manhattan, as a charitable trust in 1942; reconstituted in 1943 as the Herman Goldman Foundation, Inc. and retitled as a foundation in 1972 following Mr. Goldman's death in 1968. The foundation dedicates its efforts to enhancing the quality of life of individuals in the area of health, social justice, education and the arts. It gives particular consideration to programs which hold promise for innovation and which can have national impact. Mr. Elias Rosenzweig is President of the foundation and Mr. Richard K. Baron, its Executive Director.

Dorothy R. Hayward, A Friend of Longstanding, Remembers the Institute

In July 1985, the Institute received a bequest of \$535,000 from the estate of Dorothy Randolph Hayward.

Her gift was made "In loving memory of my father, Richard Hayward, who, in his youth, served for four years as a Chaplain in the United States Navy in the Far East."

Miss Hayward had been a regular contributor to the Institute for 38 years having made her first annual gift of \$5 in 1940.

Her loyal support over the years and

final benefaction is greatly appreciated by the Institute and the world's seafarers whom it serves.



Models and Marine Art Given in Memory of Captain Otto Sorensen

In late summer of this year, Mrs. Otto Sorensen made a generous donation to the Institute of ship models, marine art and artifacts in memory of her late husband, Captain Otto Sorensen. (1887-1952).

Two fully-rigged models, the Danmark and the Norske Love were built by Capt. Sorensen as was the half model she contributed. The paintings and artifacts were acquired during his lifetime of sea voyages and were brought home by him as gifts to her.

Born in Denmark, Capt. Sorensen went to sea at age 13. During his career he sailed on many ships, progressing from

able seaman to Chief Engineer, Marine Superintendent and Captain. In 1922, he married Herthe Rossman of Brooklyn.

After his retirement, the Sorensens moved to Shokan, NY where he began to build ship models. Two are on display in Shokan, the others have been presented to various historical societies and the Seamen's Church Institute.

The items add significantly to the Institute's collection and while temporarily on display at the Institute headquarters, they will be formally incorporated into the exhibition area planned for the Institute's future headquarters.

Christmas-at-Sea Room Opens

With knitted goods arriving daily and volunteers assembling the various Christmas packages, the Christmas-at-Sea room officially opened Thursday, October 24. From then until December 24 the room will be a beehive of activity as volunteers, knitters and packers aim to put 10,000 gift packages to sea for seafarers of all faiths and nations on Christmas Day.

We'll give you the results in our next issue, Spring 1986.



President of Mobil Marine Shipping & Transportation, Mr. Curtis W. Brand is briefed on the Institute's Radar Simulator and Bridge team training program by Mr. Eric K. Larsson Co-director of the Maritime Training Division. Father James R. Whittemore, Institute Director, toured the facility with Mr. Brand and briefed him on the Institute's other programs and activities.

In 1985, the Mobil Foundation made a grant of \$10,000 to the Institute which the Institute has designated to the support of maritime training and curriculum development.

RADAR TRAINING

First U.S. Conference Sponsored by SCI

To encourage the development of the highest *voluntary* U.S. standards for Basic and Advanced Radar Training, the Seamen's Church Institute recently sponsored the first Radar Training Conference held in the United States.

The September 17-18 meeting convened in New York City and representatives from 16 of the 18 approved radar training schools for merchant seafarers attended. U.S. Coast Guard and MARAD officials were present as expert counsel and representatives from Canada, Norway and the European nations also attended. Also present were personnel from three major U.S. and European radar simulator manufacturers.

In addition to providing a forum for the exchange of general training information and data on state-of-the-art radar simulators, the conference focused on three major areas of concern: 1) Standardization and Upgrading of Basic Radar and Recertification Curriculum; 2) Advanced Radar Plotting Aids (ARPA) Training Curriculum and Requirements; 3) Standards for Simulator Type Approval. Seven papers were presented on these subjects and workshops addressing these areas were a major component of the conference.

Resolutions resulting from the work-

shops were presented at the final plenary session and with minor modification were unanimously passed by the delegation.

The resolutions were directed towards voluntarily setting U.S. standards of simulator training equivalent to those of the European nations who comply with the 1978 standards set by the IMO Resolution A.482 (XII) Annex 1.

Unlike the European nations, the U.S. does not require formal training in the use of Automatic Radar Plotting Aids even though all vessels of 10,000 gross tons or more calling at U.S. ports and carrying hazardous cargo in bulk are required to be fitted with ARPA units. In addition, many foreign nations have official regulations pertaining to approval of radar training simulators. The U.S. does not have similar published guidelines.

Conference delegates also voted to meet on a bi-annual basis and appointed a steering committee to co-ordinate its group efforts in training and curriculum development.

A journal of the conference proceedings including the papers presented and resolutions adopted will be available in November.

The conference and the publication of the Journal were made possible in part by a grant from the Herman Goldman Foundation.



Above: Trainee at SCI's radar lab.

Below: The first round of workshops at the Radar Training Conference.

Luxury at Sea

A 100-foot fast patrol boat built for Bahrain's navy contains some very unusual appointments for a military vessel. According to its builder, the British firm of Souters, the main cabin features an oval bed, sunken bath with taps of 22-karat gold, a Danish stereo system piping music throughout and a television set that rises from the cabin floor.

The bridge room is lined with gray suede and public rooms have cream leather seats and blue carpets. Bathrooms are lined with royal blue marble and the toilet bowls are of smoked glass. The vessel, which is slated to be used by one of the senior ministers of Bahrain, also features some standard military equipment—a 20 millimeter gun and anti-aircraft missiles.

However luxury is not to be found everywhere. The 15-man crew will bed down in the fore-castle on bunks barely 18 inches apart. The price tag for the boat is \$2.2 million.

Congress Moves to Protect the Titanic

The recent discovery of the precise location of the wreckage of the Titanic by an international research team has renewed public interest in the ship and its history. In order to prevent any tampering with the site, Rep. Walter B. Jones (D-NC), Chairman of the House Merchant Marine and Fisheries Committee, introduced legislation in Congress to designate the Titanic a maritime memorial and requested the Secretary of State to begin negotiations with interested nations about its future.

"The significance of the Titanic transcends national borders. Its discovery has piqued the interest of the general public as well as the historical, scientific and cultural committees. One of the primary objectives of the bill is to ensure that the wreckage is maintained intact where she rests on the sea floor, until agreement is reached, and guidelines established, for any future research, exploration, or if deemed appropriate, salvage of the vessel," Mr. Jones said.

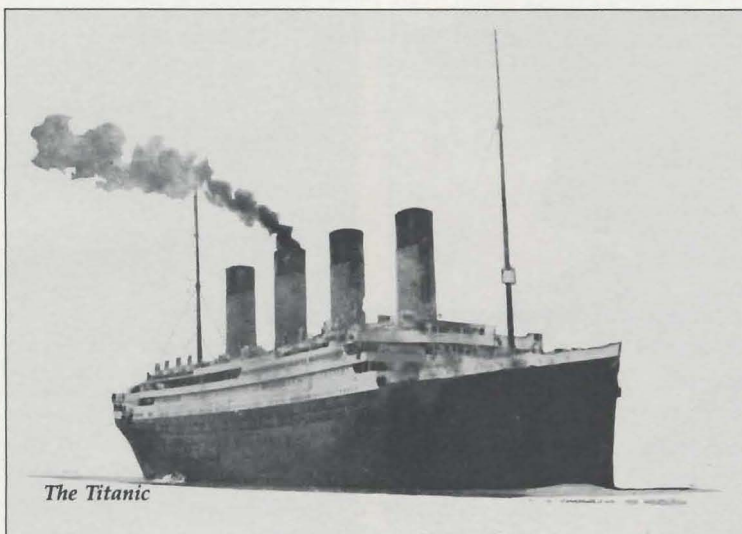
The bill also directs the Administrator of the National Oceanic and Atmospheric Administration to develop guidelines governing activities at the site, which could then be used as a formula for an international agreement. The bill commends the members of the expedition which discovered the Titanic and "urges that this cooperative effort serve as a model for future international activities related to this memorial."

Coast Guard Acts to Insure Fishermen Safety

In response to the alarming statistic that commercial fishermen are seven times more likely to die on the job than workers in other industries, the Coast Guard is taking a leading role in developing a safety program for the fishing industry. The Coast Guard has established a fishing vessel safety task force in conjunction with commercial fishing boat owners. It is the Coast Guard's aim to reduce casualties by at least 10 percent in the next six years.

The Coast Guard hopes the task force will stimulate industry to take action to establish voluntary safety standards and voluntary

safety awareness and education programs for crew members. The first action taken under the Coast Guard's initiative is the writing of a guide on safety by the task force and the North Pacific Fishing Vessel Owner's Association. The target date for publication is April, 1986 with plans for regional versions to be produced in cooperation with fishing interests in other parts of the country. The Coast Guard task force will work with private training institutions, local community



colleges and Sea Grant universities to formulate safety courses.

Vessel safety standards to be established by the task force will cover such topics as radio and shipboard navigation equipment, fire fighting and firefighting equipment, and hull, machinery and electrical installations. Pamphlets on the first two subjects are available from the Government Printing Office in Washington, D.C.

Kudos to JOC's Alan Schoedel

Alan Schoedel, retired Senior Maritime writer for The Journal of Commerce became the first recipient of the American Association of Port Authorities' award for journalistic excellence at the organization's annual convention held in Portland, Oregon. AAPA President J. Ron Brinson said, "the award honors a career journalist whose work in covering ports and maritime transportation readily reflects a well-developed knowledge of the important role of the maritime industry."

Mr. Brinson continued, "Accuracy, clarity and objectivity have indeed been the constant qualities of your work. The simple message of this award is that we respect these qualities and that we appreciate you and your good work." Mr. Schoedel joined The Journal of Commerce as a maritime reporter in 1960 and became Shipping Editor in 1974.

PORTS AND HAPPY HAVENS

by The Reverend William Haynsworth

*All places that the eye of heaven visits,
Are to the wise man ports and happy havens.
—Shakespeare: Richard II (Act I, Scene 3.)*

Nostalgia? The word means literally "to return home." Why not, for a moment? Time past is beyond reach; but in an age of ceaseless change, the "sifted" recollections of past amenities can be a source of consolation. The "over the shoulder" glimpses of people and places that follow may be relevant to the process of anticipation and renewal. As the Institute firmly fixes its sights on the immediate future, "the past is prologue."

Down to Camelot

My directions were brief and precise: "Out at South Ferry. Up South Street to Jeanette Park. A five minute walk. You can't miss the building." It was late spring of 1952 and I had an appointment for an interview as a candidate for a summer seminarian internship at the Seamen's Church Institute.

The waterfront neighborhood seemed to be a quaint place with many of the four storied buildings looking much as they had appeared in a previous century. However, anyone in a hurry might have missed the vest-pocket park, for looming directly before me was my destination. The massive structure looked as though it must have become unmoored somewhere in the Wall Street financial district and drifted downwind to the

very precipice of the East River. The roof was ornamented with a cirlet of larger-than-life gargoyles, dancing bears and watchful eagles; a lighthouse faced seaward, a yardarm was dressed with flags of welcome and over the whole complex a gigantic cross dominated the skyline. This was Camelot on Coenties Slip! Wasn't it here that Melville's hero, Ishmael, had lingered at the beginning of the tale of the great white whale?

Inside the grand, vaulted lobby, seamen were everywhere. There was no sign of rank or rating, no recognizable "nautical" style of dress, but the prevailing atmosphere spelled "maritime" writ large, and I felt like an intruder in a world apart. This was a home ashore, a familiar port, a happy haven, a seafaring place.

Reefs and Shoals

The year 1952 was not so far removed from the Great Depression, a disaster that had deeply afflicted the lives of seafarers. "The 'dog house' saved my life in the '30s," was a declaration repeated many times that summer. "Dog house" was the universal term of affection among seamen for the Institute and the usage has persisted to the present.

What a decade the 1930s must have been at 25 South Street! The statistics

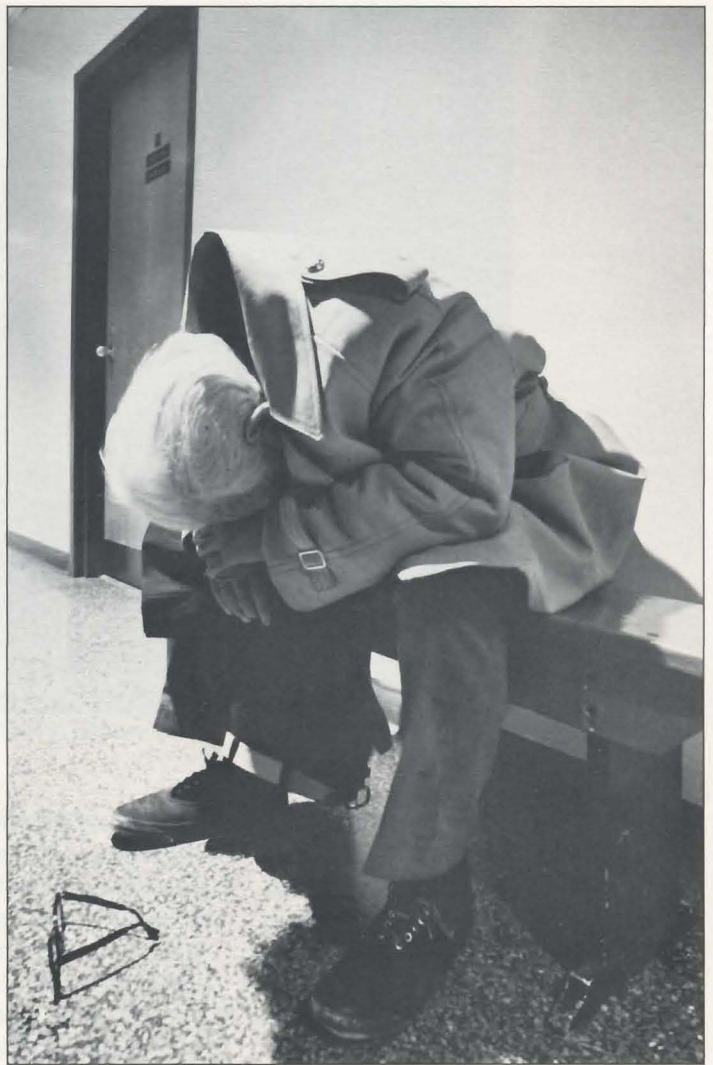
are phenomenal: Two thousand seamen housed and fed on a daily basis of operation over those years. If a seaman had nothing, he was never turned away. Lodging was 50 cents a night, breakfast 15 cents and lunch or dinner 35 cents. A mariner, waiting for the prospect of a job, could exist on less than \$1.50 a day. Frequently, with all 860 rooms and dormitories occupied, the overflow of "undomiciled" seafarers was accommodated in the nearby ferry terminals which had been converted into temporary hostels.

In those days, nautical idiom with subtle distinctions was used, and tradition prevailed. "Sailor" was a term close to obsolescence. "Sailors" were a vanishing breed; they were men who had "sailed" under canvas, and their day was past. "Seamen" manned motor vessels; a new technology had revolutionized the seafaring world and "seamen" were here to stay. A "proper" seaman was baptized, of course, at "Cape Stiff" on the very "pitch" of the Horn. "But remember, the Straits of Magellan don't count." There are no reefs or shoals there, no hazards to test a master's seamanship.

Soon enough I was to encounter the reefs and shoals. Seafaring is an occupation that is recognized as hazardous and highly accident-prone;



25 South Street. Note the eagles and gargoyles along the roof's edge.



A seaman in distress waiting to see Chaplain Haynsworth.

and the "casualties" one so frequently encounters are psychic not physical. Broken bones would mend; the broken spirit of a man could be permanent. Often I encountered a third mate in the lobby whom I'd seen at the Marine Hospital on Staten Island when he had been recovering from orthopedic surgery. Somewhat reluctantly he told me that he was at the Institute for a special reason: He was in daily contact with the alcoholism counselor. "I've been sober for three months and I intend to stay that way." He'd been converted. I was impressed. He was a young man in his mid-twenties, dressed in immaculate khaki, motivated and obviously sincere.

Several weeks later, leaving the Institute, I noticed a figure stretched in the entrance of the chapel. It was

the convert. Oblivious of time and place, he had, once again, embraced the temporarily painless state of nonexistence. Surely there must be explanations: Family problems, alienation, personal tragedy. The converted mate disappeared, but the reefs and shoals of devastation that he floundered on have claimed many victims. It was not until years later, in the mid-1960s, that the maritime unions, in collaboration with the U.S. Public Health Service, initiated a totally new approach to the rehabilitation of seafarers whose lives had been functionally impaired by the "reefs and shoals" of alcohol dependency.

Straws in the Wind

I returned to the Institute in 1960. "The world's largest shoreside center

for merchant seafarers" seemed pleasantly familiar and unchanged. Yet dynamic changes were underway.

The activity of the war years was receding and the climate in the industry was changing. In 1963 the luxury liner *America*, launched at the end of the "golden age" of the glamorous passenger ships in 1939, was permanently taken out of service. Rumors persisted that the great passenger liner *United States*, launched in 1953, would soon join the "moth ball fleet;" the forecast was fulfilled in 1969. Operational costs were on the rise and air travel had begun to make an impact.

In 1961 the port's "scow captains" disappeared. These frequently colorful personalities had "captained" the diminutive ships as a one-man crew; the fleet of little wooden tubs



The Ferry Terminal Shelter for Seamen operated by the Institute during the depression.

was eventually replaced by steel "supercows." Always held in great affection, they had numbered in the hundreds and their disappearance changed the ambience of the harbor. Old "deep sea" mariners also began to disappear. The rapid turn-around, introduced in the mid-1960s as an economy measure, deprived crewmen of the long accustomed opportunity to stretch their legs ashore; and the seasoned mariners resented it deeply. As the containership and, somewhat later, the supertanker appeared in the maritime world, many older veterans wanted no part of them. They opted "out," applied for their pensions and departed for the warmer latitudes and comfortable economies of Madeira, the Greek Islands and the Costa del Sol. Their departure marked the end of an era.

It was also a time for transition for the Seamen's Church Institute. The decrease in seafaring jobs due to larger ships and automation continued, despite the increased activity centered in the sea lanes of the West Coast because of the Vietnam War.

By 1965 plans for an ultra-modern SCI facility, which would provide housing for approximately 300 residents, were firmly in place for the new location at 15 State Street.

The Eye of Intellect

Conversation with mariners can be pleasant, run-of-the mill or trying; but often, it is a refreshing challenge. At such times it can almost qualify as a verbal art form. The keen "eye of intellect" is evident in the subtleties of persuasive argument or incisive rebuttal. Content, form and exposition often belie a visual impression of the speaker that could be misleading.

The accumulated data of psychological and vocational testing scores support the conclusion that the seafaring population, as a group, is characterized by a wide range of aptitudes; scores on tests of mental ability often indicate achievement in the superior range.

Among those seafarers gifted with the eloquent Muse, the cadence of the discourse—frequently gaining in momentum—may achieve a crescendo of imagery. The use of delightfully archaic terms, coupled with the sometimes remarkable aptitude for recall, lends credence to the long-standing tradition of the American merchant marine as the matrix of the "seafarer/author." Dana, Melville, O'Neill and London, among others, all followed the sea.

A radio officer, whose genre was the detective story, produced prolific

quantities of material for the "pulp" market in an effort to survive the Depression. He disdained the performance, but loved literature for its own sake. "What do I read? Shakespeare for 'sublimity,' the King James Version for 'elevation' and Zane Grey for pure recreation," he said.

As an author, he attributed his commercial success to "ingenuity of plot" and he demonstrated this quality, as well as his loyalty to the Institute, by constructing a plot that wasn't intended for print. He appeared in my office one afternoon and I sensed that the Muse was upon him. "Chaplain, I have a suggestion. On Sunday evening when a seaman comes to the service, let him write his name on a slip of paper and, when the offering is received, let him place the slip in the alms basin together with his offering. You, upon receiving the alms basin at the altar, would extract one slip at random and announce, at the close of the service, the name of the fortunate seaman. He would, of course, share half of the offering with the Church. This, I'm convinced, would have immediate and encouraging effect on chapel attendance, improve Church revenues and greatly help you get your message across."



Seafarers in the lobby of 15 State St.

A Cup of Kindness

Kindness, that state of being which involves both the heart and the mind's power of perception, possesses remarkable qualities of healing and reconciliation. Kindness may take the form of a gesture of recognition or of concern, or it may be simply an indication of sympathetic understanding. In a larger sense, it may involve the role of advocacy or the provision of material assistance.

"Mother" Janet Roper, the beloved House Mother of 25 South Street from 1915 until her death in 1941, was revered by generations of seafarers as the living embodiment of "tender, loving care." Kate Smith launched a radio program to promote the work of the Institute in which she featured "Janet Roper: The Salt of the Earth." The promotion was helpful in a time of severe financial crisis, but "A Heartful of Kindness" would have been an appropriate slogan for Mother Roper as well as many others, staff and volunteers, who have demonstrated a very special quality of "caring," over the years.

Newton's Law of Physics might be said to apply to human relationships: "Every action has its corresponding reaction." The response to kindness, often shy and reticent, is invariably

heart-warming. Frequently unique mementos of gratitude are presented by seafarers: A five-year supply of tea from Sri Lanka, a jar of honey from Greece, an 8-pound ashtray carved out of Brazilian rock. The gift, gently offered, cannot be declined.

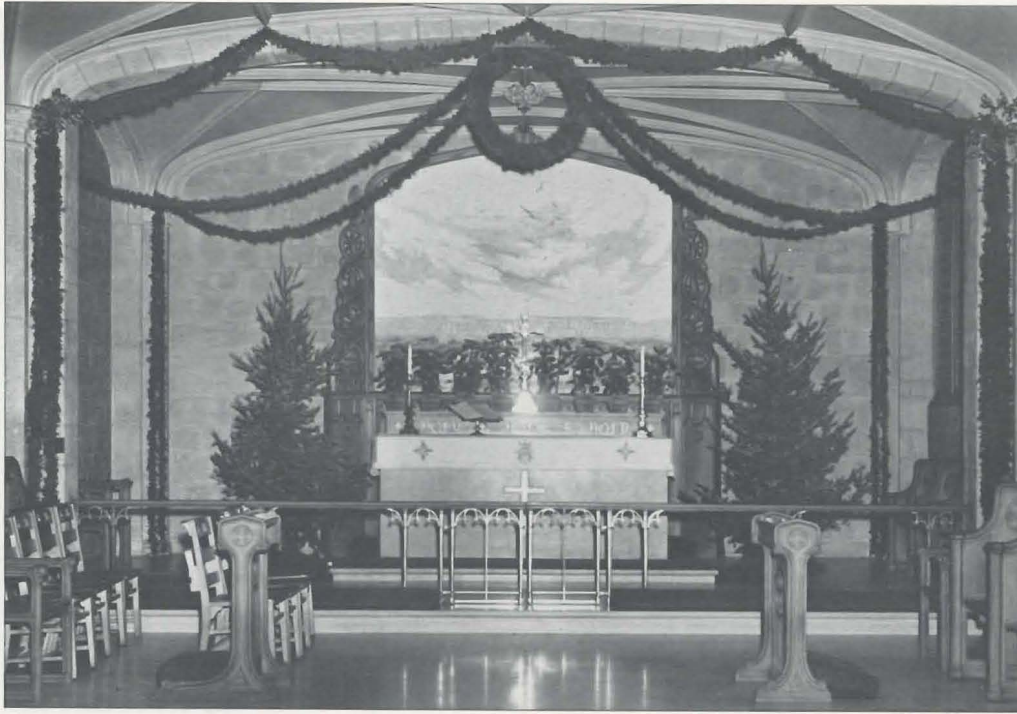
Arrivals and departures are the routine pattern of a seafarer's life. Parting from the sea, retirement, is an experience frequently charged with deep, unexpected emotions. One afternoon a Scotsman friend who was a gifted raconteur came to see me. He had often chronicled his adventures in many ports working as an Able Seaman under both the Union Jack and the U.S. flag. With a hesitation which was most unusual, he informed me that he'd come to say goodbye; he was leaving for the Sailors' Snug Harbor at Sea Level, N.C., a retirement community for merchant mariners. "This is for you, Father." He placed a small box in my hand. It contained the Victory Medal he'd received at the end of the First World War. Instinctively, I fastened it to my lapel. My friend smiled broadly. "I have one like this from 'W.W. II,'" I said, "but I think I like this one better." It may have surprised some people, for I wore it the rest of the day. Truly, I'd been decorated.

From Sail to Satellite

Drake's men would have got the hang of things had they been dumped onto a clipper ship of the eighteen-seventies. But a diesel-trained deckhand on a square-rigger, trying to put his hand on the right rope on a dark night, in a gale of wind off the Horn, would be more at home faced with the macro-technology of a rocket in orbit.

The shift from sail to motor was not a mere "change;" it was the beginning of a major revolution in technology in marine transportation which, commencing with the advent of the present century, continues at an increasingly accelerated pace. In the American merchant fleet, the supertanker and the containership have replaced older less efficient ships which were often in a deteriorated condition. The loss of jobs for American seafarers has shrunk from approximately 50,000 in 1960 to fewer than 14,000 in 1984. The unemployment crisis among merchant seamen has been a catastrophe for the mariner and a sad, heartbreaking burden for those who work directly with seafarers and are compassionately involved in addressing their needs.

In the days of conventional steam



"The Eternal Sea" in the Chapel of our Saviour for Seamen, 25 South Street

shipping, the average vessel carried a crew of 40. By August 1, 1985 the West German Ship Ministry of Research and Technology announced the launching at Hamburg of the first two ships in a series of "Ship of the Future" design. Seventy-eight technical innovations have been built into the ships which will permit them to be operated with a total crew of fourteen. The aims of this "Ship of the Future" project are: Fuel economy and reduced crewing. Meanwhile, the Japanese are responding with further refinements in automation which will reduce the number of crew to fewer than twelve positions. The development of satellite navigation could pose for the future the "ultimate" prospect of unmanned vessels circling the sea with ghostly precision!

The Eternal Sea

One of the Institute's treasured artifacts is a painting which was executed in 1932 by the distinguished marine artist, Gordon Grant. It was designed to be hung as a reredos behind the altar in the chapel at 25 South Street. Gordon Grant said of the painting, "It should proclaim Space . . . Light . . . Creation . . . Eternity . . . Sky and Sea. The sailor's be all and end all, beyond mere words of man."

Convinced that had he depicted any ship in the painting it would have dated the work, the seascape is a vista of calm, solitary splendor: "The Eternal Sea" as it might have looked at the dawn of Creation even before the appearance of human life. To traverse the sea, transcending its sometime ferocious moods, has been the primordial challenge of man.

The most innovative ship design of today will, within a decade, represent an image of the past. The "Ship of the Future" is an emergent concept, perpetually in a state of evolution. The sea itself, misused and polluted, its sea lanes commingled with toxic wastes and skimmed with the float-sam of human carelessness, its marine life under sentence of death, the sea still remains the unique, "eternal" environment of an ancient vocation. It is the seafarers, "Those who go down to the sea in ships," who will continue to be for the Seamen's Church Institute the focus of compassion, concern and caring.

The life and function of the handsome building at 15 State Street continued the hospitable traditions of its South Street predecessor with all of the amenities updated. While the transition from old to new was as smooth as silk, the drastic changes

which overtook the international maritime industry, coupled with the inflationary influences of the OPEC cartel, dramatically changed the terms of daily life in the new building.

As operating costs soared, the occupancy of the hotel facility reflected the worsening unemployment crisis among merchant seafarers and was sadly underutilized. The restaurant and cafeteria ran seriously in the red and even the Conrad Library, esteemed by seafarers and students from the maritime community, served an increasingly diminished clientele. As the financial crisis intensified, despite all fund-raising efforts, curtailments of expenses, and various ways and means to generate capital, there was no choice but to abandon the much admired but no longer practical building. Because it was specifically built for the special purpose it served, the buyers of the building made the decision to replace it.

Today SCI is snug but very much alive in temporary quarters at 50 Broadway, and in the near future will purchase another building of its own, smaller, of course, than the one on State Street, but large enough to provide seafarers with a range of helpful services. The lodging of seafarers will

not be included in the planning of the new site but will be handled through referral.

Several important services to seafarers have been restructured and improved, including the Maritime Training Division and the Seafarers' Rights Division, an area where assistance is increasingly needed, particularly by the influx of Asian seafarers, the seafarers of today. The great old standby, "Christmas-at-Sea," which provides the season's gifts by the thousands to seafarers aboard ships of all nationalities, continues to thrive as does the busy Seafarers' Center in Port Newark and the port wide ship visiting program.

As the Institute's sights are firmly fixed on the objectives of the immediate future, in pausing to "take stock" on the occasion of its 151 birthday, it must be acknowledged that "the past is prologue" to the adventuresome years ahead.



Chaplain Haynsworth
in his office at 25 So. St.

Editors Note: Chaplain Haynsworth graduated from Berkeley Divinity School at Yale in 1953. He holds graduate degrees in Anthropology and Counseling.

He served in the United States Navy in the Pacific Theater from 1943-1946 and prior to coming to the Institute in 1960, he served parishes in New York City and Greenwich, CT.

He has been Counselor, Chaplain and friend to thousands of merchant seafarers (and their families) and has served as the Director of Counseling and Seafarers Services for a number of years. After 25 years of dedicated service, he will retire at the end of November, 1985.

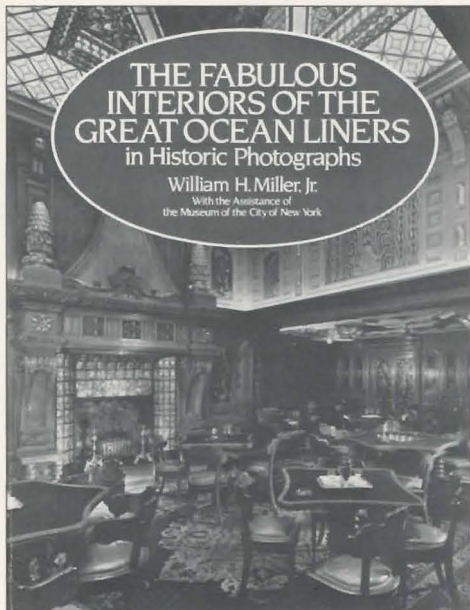
RECOMMENDED READING

The Fabulous Interiors of the Great Ocean Liners in Historic Photographs

by William H. Miller, Jr.

Dover Publications, Inc.
New York, N.Y.

Paperback, Illustrated
145 pages. \$9.95 in USA
ISBN 0-486-24756-2



From the Furst Bismarck, built in 1890, to the Song of America, 1982, William H. Miller's "The Fabulous Interiors of the Great Ocean Liners" recaptures the grandeur and beauty of the greatest passenger ships ever built. Mr. Miller has drawn together over 200 photographs, many from the collection of the Museum of the City of New York, that invite the reader into the public rooms and passenger spaces of ships such as the Ile de France, the Queen Mary and Queen Elizabeth, the United States, the Titanic, the Normandie and the Andrea Doria. The richness of interior design that characterized the ships of the last 100 years makes this book a special delight to students of the maritime industry, as well as architecture and

design. Mr. Miller calls the luxury liner "the greatest moving objects made by man" and in the pages of his book, he gives ample support for that assertion.

This book is available from Dover Publications Inc., 31 East 2nd Street, Mineola, N.Y. 11501.

Lucky SEA dog LEARNS TO DANCE

Once upon a wartime a litter of pups, father unknown, was born in Balboa, that colorful city named for the sixteenth-century explorer Vasco Nunez de Balboa who first marched across the isthmus of Panama and stared incredulously at the Pacific.

As usually happens in such casually undertaken maternities, this litter eventually wobbled to its feet and vanished into the old city's dark alleys. All, that is, except the runt. He was found by Gary Endicott, a young American sailor on a brief shore leave, huddled near his dead mother who had evidently been hit by a speeding car.

Endicott was a soft touch for strays at the best of times. At the worst of times in the world's history he was even softer. He had left two golden retrievers at home in Maine and, though there was not the remotest resemblance between those sun-colored aristocrats and this filthy, scrawny scrap of doggerly looking up at him with its button-bright frightened eyes, he bent his tall frame down to have a closer look. It was, of course, the classic mistake all the Endicotts of this world make. Inevitably, he came up from the

garbage-filled gutter gently holding the tatty waif with the bloated stomach.

"Now what," he wondered. "What if old Cummings won't let me keep him? What about 'Peach' and 'Fuzz'?" These last were the enlisted mousers on the USN's LSM 18, the Concordia.

Well, first things first.

"Let's get you some chow, Bud," he said to the ball of shabby fur which was now jabbing needle-sharp baby teeth into his finger.

Two hamburgers and a dollop of vanilla ice-cream later, the orphaned throwaway was sound asleep in the crook of Endicott's arm as he climbed aboard his ship.

"Watchagot?" demanded some of his shipmates, peering with interest.

Then, "Hey, fellas, Endy's picked up a lil dawg!"

Enthusiastic cries filled the space between bow and stern. 'Peaches' and 'Fuzz' were O.K. but every ship, the Concordia's crew felt, could use a dog too. There was excited hubbub on all sides, at least until Lieutenant-Commander James Cummings strode into the group.

Martinet though he was, Cummings had won the respect of his crew by his fairness and decency. Now the seamen fell silent, trying to gauge their captain's reaction to the little stray. A collective sigh of relief wafted across the deck as a slow twinkle

began in the sharp blue eyes and a big hand came out to fondle the pup's black and white ears and scratch the grubby white ruff round the thin neck.

"Guess every ship needs a mascot. But you're responsible, Endicott. Don't let me set my foot in *anything* on my decks!"

"Yes, sir! I mean, no sir! What is . . . would you like to name him, sir?"

"Hm." The Old Man considered, pushing back his peaked cap. Finally, "How about Balboa? After all, you found him there," he growled. Without waiting for agreement he stomped away to starboard.

So 'Balboa' the foundling became. A few weeks of solid galley grub filled him out and sleeked him. He was certainly a Heinz-57, yet attractive in a street-urchinly kind of way. 'Peaches' and 'Fuzz,' huffy at first, finally accepted this new messmate. 'Peaches,' a motherly sort, even attempted to wash him a time or two. But washing—and water—were things the normally easygoing 'Balboa' strenuously objected to after his christening bath. Whenever the crew went for cooling swims nothing, absolutely nothing, would induce that ship's dog to join them. He





would rear up on ridiculously short kind legs, looking fearfully down at the bobbing heads, and bark himself hoarse. But he never got closer to water than his drinking dish.

'Balboa' made many a voyage up and down the famous Canal, and to Houston and Galveston, those muggy Texas ports, without shore leave ever interesting him. But, one sultry afternoon when the Concordia was again berthed in Balboa, he followed Endicott and some shipmates ashore. And went AWOL.

When it was time to return aboard the sailors called and whistled, searching everywhere. No mascot, Due to sail at midnight they finally had to give up. It was a heavy-hearted, unusually silent group which clambered aboard with only seconds to spare. Their orders were once more for Colon, at the other end of the busy waterway, and they were quickly underway.

Sailors are notoriously superstitious and the Concordia's crew was no exception. Things seemed to have gone more smoothly after 'Balboa' was signed on. Now, suddenly, their



ship seemed to run into problem after problem. A fire in the galley, a fall down a companionway. The weather seemed more humid, Cummings became crustier and the crew's fuses shortened. It was as if there were a 'Balboa-shaped' gap

everywhere they looked. Incredible, everyone said, how a small black and white stray could so quickly make a place for himself.

Just as there was talk of replacing the little beast—as if he *could* be replaced—orders came to return to his birthplace. Back through the Canal went the Concordia, finally dropping anchor offshore to await a pilot and a berth. Endicott, who was studying the shoreline through a telescope in the faint hope that they might spot their lost talisman, suddenly began yelling and gesticulating.

"Guys!" "Guys!" There's 'Balboa!' There's 'Balboa'!

"Nah! Lemme look," growled a huge salt, seizing the long glass and clamping it to a bloodshot eye.

"Jee-ee-eez!" was all he could manage.

No wonder, for there, literally dancing a jig on the dockside, was their 'Balboa'!

"Balboa! Here, boy! 'Balboa! Here, boy, here!"

The familiar voices sent the little dog into such a paroxysm of joy that he danced himself into the muddy water.

Consternation erupted. Endicott began removing his shoes.

"Damn! I'll have to get him. He never could swim!"



Shoe in hand, he stopped worrying for there, paddling strongly, button eyes bright as ever, came 'Balboa,' making steadily for the Concordia's side. Navigating a mooring buoy he trod water, then was hauled aboard, limp as a soggy Jolly Roger, to resounding cheers.

Evidently his absence had been spent in a paw to mouth fashion for 'Balboa' was skinny and shabby again, but he certainly remembered his shipmates and shook himself impartially over each, barking hysterically, wagging his thin tail and almost going berserk with happiness. 'Peaches' and 'Fuzz' wove themselves welcomingly round him when he helter-skeltered into the beloved galley, where his old dish was quickly heaped.

After his salutary (mis)adventure 'Balboa' settled down and became a model mascot. He never went ashore again and all his old dislike of water returned, in spades. He did, oddly enough, retain his jiggling ability and would often caper about the deck on his stumpy little legs as if hearing ancient sea-shanties. He might at least have done a hornpipe, one or two *matelots* muttered. But even sea-dogs have their limits.

The Concordia and her crew weathered the war and at its end 'Balboa' went home to Maine with Endicott. One wonders what the water-loving retrievers thought of him as he jiggled around Bar Harbor, carefully keeping his sea-legs dry.

Tessa Nelson-Humphries, Ph.D.

Editors' note: According to the author, this story is a true one recounted to her by the Lieutenant-Commander who was in charge of the ship which adopted "Balboa." He is Dr. W. B. Wilders and lives in Williamsburg, KY.

Kay Wissinger has been a frequent contributor of poetry to the Lookout during the past dozen years. She claims that with "One Day in New York," composed in 1985, she has "written herself out" of sea poems. We hope not.

One Day in New York City

The wind I felt that day against my
face
carried me far beyond the city towers;
The busy street with its strong can-
yon grace
Was but a step from those sand-
castled hours
when I spent days beside the open
sea.

Strange—the vast city seemed to fade
away,
The inland years forgotten, when the
wind
bringing a restless hint of ocean spray
stopped me a moment; and the
crowd went thinned.
Only the circling deep alive to me.

Kay Wissinger



A Strange Rapport

The farm land was her heritage
Intact from long ago,
For her the years passed rhythmically
With earthy ebb and flow.

But after she went to the strand
And saw the billows rise
She looked upon her small green
fields
With sea-lure in her eyes.

Her inland home forever then
Was but her dreams away
From racing tides, the sound of surf,
The sea-winds' salty spray.

More than a century apart
And on another shore
With her, my ancestor, I feel
A haunting strange rapport.

Kay Wissinger

In Western Kansas—a Transplant

His home is here now
where land stretches
wide and tree-sparse
to the horizon
and wheat bends
in golden waves
before the wind.
He squints, holding his hand
against the fiery sun,
seeing, unknown to inland eyes,
the tide coming in
bringing its harvest
of driftwood, seaweed, and shells;
hearing when the reaper moves along
the sound of surf
crashing against the rocks.

Kay Wissinger

The Board of Managers
of the Seamen's Church Institute
records with sorrow the death
of two colleagues:

Mr. John A. Morris,
February 17, 1985

and

The Honorable John P. Humes,
September 30, 1985



Mr. Morris was for more than 70 years an outstanding Wall Street broker and a thoroughbred race owner, breeder and track executive. He was the fourth generation of his family to be involved with the sport of racing; and the Morris family all-scarlet silks, introduced in 1840, are the oldest in continuous use by one family.

A dedicated member of the Institute Board of Managers from 1959 until his death, he served on numerous committees including Chairman of the Investment Committee from 1978-1984.

As the oldest member of the Board he was accorded a special place of honor at all its meetings, which he scrupulously attended; the last of which was February 14, 1985.

Mr. Humes was a lawyer, avid squash player and the United States Ambassador to Austria from 1969-1975. While Ambassador in Austria, he wrote two volumes of memoirs of his experiences there. They were later condensed into one volume, "Excerpts from the Vienna Diaries of Ambassador John Portner Humes," which is used as a text for students at the School of Foreign Service at Georgetown University.

A member of the Institute Board of Managers from 1961 until his retirement in 1975, he served on its Executive Committee during that time. Following his retirement, he continued his interest in the work of the Institute, met regularly with individual members of the Board; and, with his wife, Jean Schmidlapp Humes, annually toured the Port with other members of the Board to keep abreast of the Institute's work with seafarers throughout the greater Port of New York and New Jersey.



From all of us at the Institute, to all of you on whom we rely so much, we thank you for supporting our work in so many ways during the past year. We wish each of you only the best in life and send to you, with great regard, this timeless Christmas greeting.



Take Heaven, Take Peace, Take Joy



I

salute you. I am your friend, and my love for you goes deep. There is nothing I can give you which you have not got; but there is much, much you can take. No heaven can come to us unless our hearts find rest in today. Take heaven!

No peace lies in the future which is not hidden in this precious little instant. Take peace! The gloom of the world is but a shadow. Behind it, yet within our reach is joy. There is radiance and glory in the darkness, could we but see, and to see we have only to look. I beseech you to look.

Life is so generous a giver, but we, judging its gifts by their coverings, cast them away as ugly or heavy or hard. Remove the covering and you will find beneath it a living splendor, woven of love, by wisdom, with power. Welcome it, grasp it, and you touch the angel's hand that brings it to you. Everything we call a trial, a sorrow, or a duty, believe me, that angel's hand is there; the gift is there, and the wonder of an overshadowing presence.

Our joys too: be not content with them as joys. They too conceal diviner gifts. Life is so full of meaning and purpose, so full of beauty beneath its covering that you will find earth but cloaks your heaven. Courage then to claim it: that is all I ask.

But courage you have; and the knowledge that we are pilgrims together, wending through unknown country our way home. And so at this Christmas time I greet you. Not quite as the world sends greetings, but with profound esteem and with the prayer that for you now and forever, the day breaks and the shadows flee away.

Fra Giovanni (c. 1515)

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