



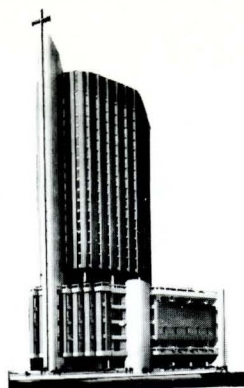
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF AMERICA

1978



The Program of the Institute



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

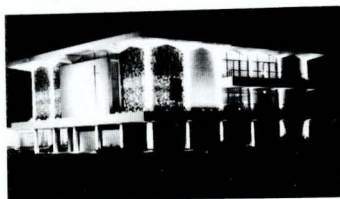
The Seamen's Church Institute of New York, an agency of the Episcopal Church in the Diocese of New York, is a unique organization devoted to the well-being and special interests of active merchant seamen.

More than 300,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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

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

More than 3,500 ships with over



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

140,000 men aboard put in at Port Newark/Elizabeth annually, where time ashore is extremely limited.

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shipping, SCI has provided an oasis known as the Mariners International Center which especially constructed, designed and operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted by night) for games between ship teams.

Although 63% of the overall Institute budget is met by income from seamen and the public, the cost of special services comes from endowments and contributions. Contributions are tax-deductible.

the LOOKOUT

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK

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COVER PHOTO: Heading for the North Sea up the estuary of the River Schelde. Photo by Dennis Mansell

Knitting Exhibit Unravels History of the Craft

Early Seamen were Among the First Knitters

Knitting from the Bronze Age to the present was the subject of a unique and fanciful exhibit recently held at the Institute.

Researched and prepared by the eminent knitting authority, Heinze Edgar Kiewe, director of Art Needlework Industries of Oxford, England, the show utilized photographs, illustrations, knitted samples and models to recount the early evolution of knitting. Nineteenth and twentieth century knitting was illustrated by a vast sampling of handknitted woolen garments from throughout the world.

MR. KIEWE

In addition to making the exhibit available to the Institute, Mr. Kiewe graciously came from England to be at the show and to speak at the Annual Spring Luncheon of the SCI Volunteer Women's Council.

During his luncheon talk, he noted that seamen played an important role in the history of knitting. They were among the first known knitters, considered knitting as work for men, and needing warmth and protection from the elements, often knitted during their off duty hours at sea.

Additionally, it was the seafarer who brought home with him a variety of decorated goods from foreign lands which af-



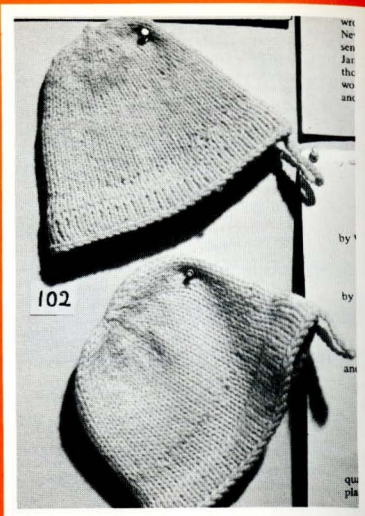
Mr. Heinze Edgar Kiewe points out the Aran patterned stockings as he thinks they were depicted in the Book of Kells.

fectured native designs. As an example, Mr. Kiewe noted the influence of Eastern art forms on Icelandic knitting design, and the influence of the Monmouth Cap made by Bristol sailors on the watchcaps worn by sailors today throughout the world.

FLORENCE NIGHTINGALE

Recognizing the vast volunteer Women's Council "Christmas Boxes for Seamen" project which requires some 15,000 handknitted garments each year, Mr. Kiewe pointed out that it was Florence Nightingale who was credited with organizing the first knitting guild during the time of the Crimean War. As a token of his esteem for the work of the SCI Volunteer Council, he presented the Insti-

Knitting expert, Mr. Kiewe explains the art of the craft to visiting Women's Council Volunteers.



Examples of the early Monmouth Caps, predecessor of today's seamen's Watchcap.

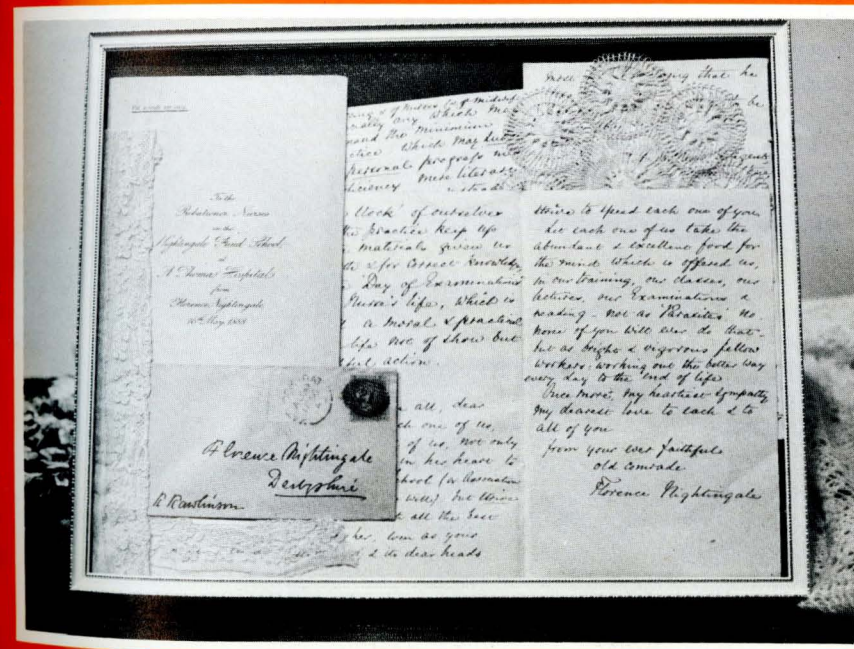


tute and Council with a framed original manuscript by Miss Nightingale, plus an etching of this famous lady.

Prior to coming to the Institute, the exhibit had traveled to Yorkshire, London, Sydney, Australia and most recently, The Textile Museum in Washington, D.C. In addition to conveying the Institute's appreciation to Mr. Kiewe for his time and interest on our behalf, we also want to thank Mrs. Lilo Markrich of The Textile Museum without whose help the show would not have been possible.



Just a few of the many knitted items on display at the Institute.





We are proud of our work here at the Institute and are pleased when others want to see and learn more about our services for seamen. That's why we've started our Group Tours and Speakers Bureau; and we want you and your friends to pay us a visit. We feel sure that you will have a most enjoyable and rewarding day and we look forward to having the pleasure of meeting you.

GROUP TOURS

Our guided tours are planned for groups of *fifteen or more adults* and are offered on a full or half day basis.

Full day tours begin with a visit to Pt. Newark/Pt. Elizabeth, N.J. — site of the world's largest containerport plus a visit to our Mariners International Center located there.

At the containerport, you will actually see the impressive, (nearly awesome) drama of today's world of intermodal shipping; and a visit with one of our ship visitors will give you a good idea of the vital and unique work carried on at our Pt. Newark Center.

Following the Pt. Newark tour, you will go to Manhattan to visit our modern, specially designed seamen's center located just across from Battery Park fac-

ing New York City's Upper Harbor. Here you will see our Merchant Marine School, the Joseph Conrad Memorial Library, and visit the volunteer Women's Council — home of the famous SCI Christmas Boxes for seamen. Our chapel, post office, and ship model collection plus any special exhibits will also be on your tour.

Lunch and an informal slide presentation on the history and current work of the Institute will be included on your itinerary.

A Half Day tour would consist of a visit either to Pt. Newark/Pt. Elizabeth or to our Manhattan center together with a slide presentation and visit with members of the staff.

On request, chapel services can be included as part of either the full day or half day tour.

SPEAKERS BUREAU

Members of the staff and volunteers are also available to meet with parish,

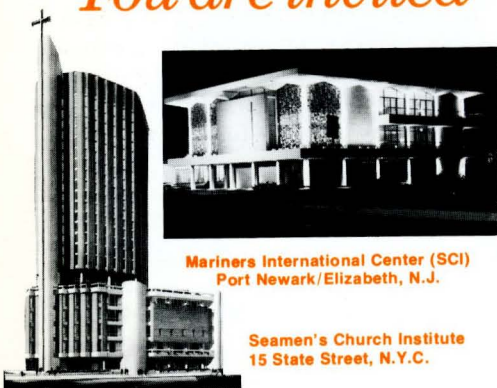
inter-faith and business or civic groups to tell of the Institute's mission to merchant seamen of all nations. These sessions can include a slide presentation plus general discussion of the Institute's work.

FAMILY DAY — OCT. 21

Because a number of adults have expressed a desire for younger family members to visit and hear about the work of the Institute, we are planning a Family Day on Saturday, October 21 at SCI in Manhattan. It will be an informal, learn, lunch and fun day planned for adults and young people, ages 10-15. A variety of indoor and outdoor activities are being organized and it should be a great way to spend a crisp Fall day on the Battery.

In the hope that you and your friends will be able to take advantage of one of our programs, we are enclosing the form below for your convenience. Just complete the form, mail it to us and we will contact you regarding details. ■

You are invited



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

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



We are interested in a

PLEASE CHECK

- Half Day Tour on (date) _____
- Full Day Tour on (date) _____
- Speaker for our _____ program
on (date) _____

Family Day - Oct. 21, '78 # of adults _____ young people _____

NAME OF ORGANIZATION (or Family) _____

ADDRESS _____

PLEASE CONTACT _____ Telephone (during day) _____

ADDRESS _____

Please complete, clip and return this form to:

Roxandra V. Antoniadis
% Office of the Director
Seamen's Church Institute
15 State Street
New York, New York 10004



The FELICIA, the last High Liner into the Fulton Fish Market, New York City

By Francis J. Duffy



The Felicia, outward bound for scallop fishing
from the Port of New York.

In the not too distant past when "High Liners" up and down the Northeast Coast had filled their holds with a catch of fish, they would run up the "Gully", a canyon etched deep in the floor of the Atlantic Ocean by the currents of the Hudson River, to reach New York Harbor, then sail up the East River, to just below the Brooklyn Bridge, and dock at the Fulton Fish Market in Manhattan.

In the early part of the 19th century, when the Market was still young, the river and waterfront was filled with sailing vessels and it was the schooners and smacks that brought the fish catch to South Street. The need for speed in the boats to reach the market, and get the highest price for the fish, changed the fishing fleet from sail to the power trawlers in the 1920's, first with steam and then diesel engines.

Today the Fulton Fish Market is over 150 years old, still the largest such mar-

ket in the world and still doing business on Manhattan's lower east side in much the same way. The varieties of fish handled at the Market are much greater now than at any time in its history. Much of the fish flown-in from all parts of the world finally arrives at the market by giant refrigerated trucks that jam the 19th century streets in the early-morning hours. The river side of the market with its decaying piers is just about deserted, except for the *F.V. Felicia*, the last fishing boat that still delivers a regular catch to the famous market.

The *Felicia* has New Bedford, Mass. painted on her stern but she seldom sees that fishing port unless repairs are needed on her winch. She is really a New York boat having been built at the Mullers Boat Works, a family-run yard that is still in business after forty years on East Mill Basin in Brooklyn. Owned and

operated by the C & T Fishing Corp. and the R. J. Cornelius Co., both of New York City, she's a typical wooden hull vessel powered by a 275 HP diesel engine, weighs 114 gross tons, is 91 feet long and 20 feet wide. She is a small boat compared to modern fishing boats, especially those in foreign fleets. When first built, she had the traditional two-masted schooner rig of a trawler, but her owners had her converted in 1953 to a single masted scallop boat.

James Tobin has been a fisherman all his working life, except when his adopted country saw fit to use his talents during WW II in the U.S. Army. He shipped out in sail from his native Newfoundland and then went into steam and diesel trawlers here in the States. He has earned a living fishing commercially for over fifty years, sailing aboard the *Felicia*, on and off, for the past thirty years. The Brooklyn resident is the Chief Engineer aboard the old

scalloper and has outlived two diesel power plants installed in the boat.

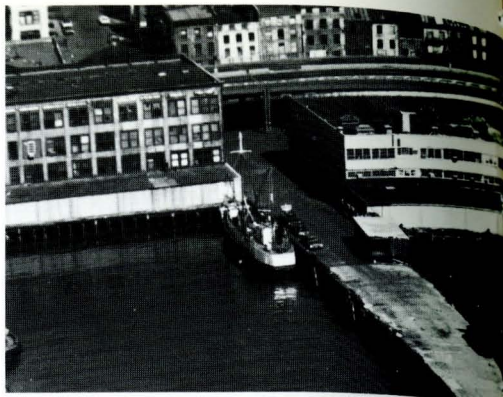
It's a hard life aboard the *Felicia* for Jim, working six hours on and six off while she's at sea tending the caterpillar diesel; and like everyone else aboard the boat (including the cook) working the gear for the nets on deck and the never-ending job of shucking the scallops.

Going aboard the *Felicia* during one of her brief stays at the Fulton Fish Market dock between trips, is like stepping back in time. As Jim Tobin laughingly said: "We're a wooden ship with iron men." The thirty-eight year old fishing boat even uses a canvas riding sail to steady her when working the nets on the banks and there are rat lines, normally found on sailing ships, running up the orange mast to the cross tree.

The living quarters used by the crew are really a forecabin in the traditional use of the word, with wooden bunks two

high tucked into the bow and the center part of the aft house. Although there's hot water aboard the boat, there are no showers for the men. The scalloper sails with an eleven to fourteen man crew including a Captain, Chief and Second Engineer and cook. The latter prepares food on a little oil stove located in the living area in the bow where the crew eats together at a small wooden table. The Captain and Mate run the watch, six hours on and six hours off each manning the bridge, and the men on duty work on deck with the gear and winch or shuck scallops in the aft house.

The navigation bridge is a simple affair with a small wooden steering wheel and



The fishing boat Felicia, the only boat left that still delivers her catch directly to the Fulton Fish Market, has the decaying pier all to herself. The "Tin Building" is to the left of the boat and the "New Fulton Fish Market", built forty years ago, is to her right.

comes from vandalism while docked at the market between trips.

The aft part of the boat has a covered cabin with large tubs lining both sides where the scallops are shucked and swinging steel ports that are opened to dump the shells. (Marine Biologists have proven in research on scallops the importance of returning the empty shells to the ground where they are caught so that young scallops can attach themselves to them.)

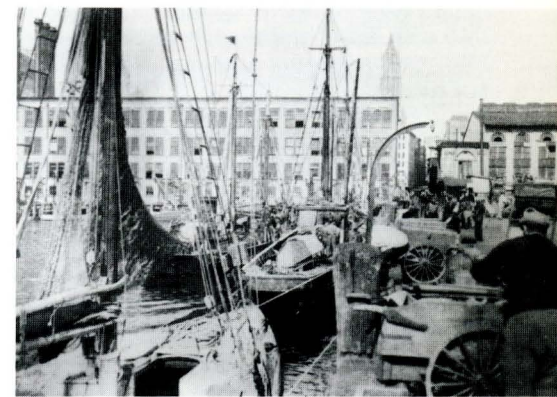
The two large steel nets that scoop the scallops from the seabed are handled by a winch located in front of the wheel house and powered from the main engine. The wooden-hull boat is protected from the banging of the large, heavy nets by steel plating, midships.

"We did go to the Georges Banks to fish," Jim said, "but she's getting a bit old now and most of our fishing is off the Jersey shoals." Each year there are still boats lost, often with full crews, while out fishing.

When the catch is brought aboard and shucked by the crew, they put the scallops in forty-pound canvas bags to be stored on ice until the boat returns to the market.

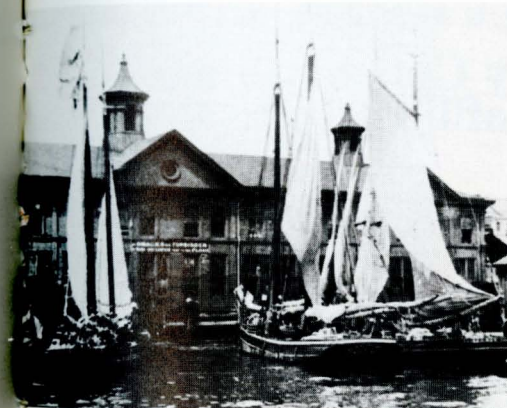
In the summertime the *Felicia* sails with a cargo of twenty-five tons of shaved ice to preserve the catch.

Looking around the boat and seeing the living conditions and hearing of the work, the first thing that comes to mind is how do they ever get a crew here in New York City? "We have no problem getting our eleven to fourteen man crew," said Bill Mulcahy, another native of Newfoundland, who though retired from commercial fishing still likes to come aboard the boat to help Jim when she's in port. Sometimes they take aboard green hands, mostly men who have sailed in the party-boat fleet out of Sheepshead Bay, but these men only receive half shares and are called "shuckers". "It's a good job with the boat's crew receiving 65% of the stock (the catch of scallops) and the owners receiving 35%," Bill explained. Out of the crew's share must come the cost of diesel fuel which now runs about 50¢ a gallon in the New York area. The *Felicia* consumes about 5,000 gallons on the av-



The thirty-eight year old *Felicia*, looks very much at home docked along at Pier 18 at the old Fulton Fish Market. The 19th century appearance of the area is due for some great changes in the coming years, according to Herbert Rudes, President of the Fulton Fish Market Cooperative Corp. which plans to spend an estimated 12 million dollars in modernization and rehabilitation of the buildings. The City of New York had planned to move the whole facility to a new complex at Hunts Point in the Bronx but the fiscal crisis put an end to construction there. The "Tin Building" at the market was built by the Fulton Fishmonger Association in the late 1800's and the "New Fulton Fish Market Building" was built by the city to replace a former structure that had fallen into the East River.

It's worth a trip to Downtown Manhattan to see the Fulton Fish Market and the best time is about 2 A.M. when the trading is in full swing. If you are lucky, you might even see the *Felicia*, resting between trips at the dock. Better not wait too long, however, for when men like Jim Tobin are gone and when the cost of operating the *Felicia* outstrips her profits, there will be no more scallops fresh from the boat at the Fulton Fish Market.



erage trip. The crew also pays for its own food, which has been running as high as anyone else's in the expensive city area. The vessel owners pay for the general upkeep of the boat and the fishing gear used. Last year the *Felicia* made a trip and came back with a catch that was worth \$71,000 on the New York market where sea scallops now retail at about \$3.95 a pound.



The Felicia takes on fuel oil from the tanker Sterling at Pier 18, Fulton Fish Market. The high cost of oil is a major part of the expense of operating the boat.

electronic equipment such as radar, radios, Loran A, and a depth finder. Each is backed with a spare unit for safety. Aft of the wheel house is a small cabin with a navigation chart table and the Captain's bunk.

On the boat deck, aft of the wheel house, is a traditional dory which is handled by a small boom; and next to it, a survival raft. The *Felicia* is not covered by present safety laws and does not fall under U.S. Coast Guard inspections or crew licensing requirements. In spite of all the perils she faces at sea, the greatest danger, according to the Chief Engineer,

Editor's Note:

This is the fifteenth of 16 articles in the series "Oceans: Our Continuing Frontier." In this article, Constantina Safilios-Rothschild considers the relationship of women to the sea, arguing that they have traditionally been excluded from most seafaring activities. The author is Professor of Sociology and Director of Family Research at Wayne State University. These articles, which explore the whole range of human involvement with the sea, were written for Courses by Newspaper, a program developed by University Extension, University of California, San Diego, and funded by a grant from the National Endowment for the Humanities.

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

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

OCEANS: OUR CONTINUING FRONTIER Lecture 15.

WOMEN and THE SEA Not All On Widow's Walk



by Constantina
Safilios-Rothschild

About the author:

CONSTANTINA SAFILIOS-ROTHSCHILD, a specialist in comparative family sociology and sex roles, has been Professor of Sociology and Director of Family Research at Wayne State University since 1972. She has held research appointments at the Merrill-Palmer Institute in Detroit, at the Harvard Center of Population Studies, and at the National Center for Social Research in her native Greece. She has been a consultant to UNICEF and to the United Nations International Women's Year, and most recently, to the U.S. Navy on the sociology of naval families. Her books include "The Sociology and Social Psychology of Disability and Rehabilitation," and "Women and Social Policy."



Aran Islanders (Ireland), following ancient tradition, watch their men go off to sea.

WOMEN have not fared better at sea than they have on land.

As a matter of fact, they have fared much worse and have often been entirely excluded from sea-going activities.

Because the sea has always been viewed as dangerous, and because adventures and physical dangers have been traditionally left to men, women stayed on land. The early, primitive nature of sea-going vessels was not compatible with the almost eternally present or lactating status of women. And later on, a number of superstitions developed, according to which women were considered to pollute the water and to bring bad luck if aboard a ship, or by stepping across the nets.

Furthermore, in some traditional societies, including Islamic, women are not allowed even to swim, so that they practically have no contact with the sea.

Because women have not been allowed to play active roles at sea, their relationship with the sea has been primarily indirect, through their fathers, brothers, lovers, husbands and sons.

Many women living on islands, in fishing villages, and countries with a large merchant marine and/or navy have been socialized from a tender age to painful departures, anxiety over the fate of seafaring men, loneliness during long absences, pain and tragedy at the death of a close and beloved man, and short-lived and anxiety-ridden happy reunions. They come to view the sea almost as a rival who lures away the men they love and often destroys them.

FORCED INDEPENDENCE

Seafarers' wives regularly have to stay alone for considerable periods and must, therefore, learn to stand on their own feet. They have to play the role of mother



CHANGING ROLES? Nadesha Artysh, captains a Russian passenger ship. Does she represent a new breed of women who will now have active duty at sea, or will the sea remain "a masculine territory"?

and father to their children, manage family finances, make family decisions, and take on at least some of the husband's roles and responsibilities.

In traditional societies, such as those in Greek islands, however, even during husbands' long absences, wives cannot make important decisions. They must either postpone them or get in touch with their husbands to get their approval. Sometimes they also have to cope with and accept a husband's infidelities and more or less long-term attachments to other women in far-away ports.

Sometimes they manage so well on their own and learn to enjoy their independence and power so much that when their husbands are home, the strains and conflicts are considerable. The wives become reluctant to relinquish their active and responsible role to return to the subordinate, submissive wife role.

Because of the risk involved in being a fisherman, unusual compensatory cultural patterns have developed in some areas. In Itoma, for example, a fishing village in southeastern Okinawa, women have been able to marry two or more husbands, so that even if one husband died at sea, a woman would have one left.

BREAKING WITH TRADITION

There have, of course, been some occasions on which women have broken with tradition and gone to sea.

During important national crises, such as wars and national uprisings, women have often been allowed to play masculine roles and, in some countries, active roles at sea. During the long Greek Revolution of 1821, two prominent island women, Bouboulina and Manto Mavrogenous, "manned" their own ship and fought against the Turks. They fought valiantly at sea and were honored as heroines.

This exceptionally active role of the Greek women as captains can be explained by the long and desperate nature of the Greek Revolution, which needed the efforts, resources, and sacrifices of everyone, including women and children.

In a more romantic vein, two English women, Anne Bonney and Mary Read, became full-fledged pirates.

Dressed as men and living the lives of men, they spent several years on pirate ships and fought as bravely as any of the men. It is possible that other women may also have done the same, but their

exploits were not recorded by male historians. It is less probable, however, that women, dressed as women, joined pirate ships, even if it was only to cook for the crew, because of the fierce rivalries and antagonisms that they would have provoked.

DIVISION OF LABOR

In some countries, such as Hong Kong, Thailand, and Taiwan, the sea sometimes becomes the habitat for the entire family. Women spend their lives on a boat, usually anchored near the land, and row the boat back and forth to market and to visit.

Furthermore, in Thailand the rowboats that circulate in the "klongs" (canals) going from house to house to peddle fruits and vegetables are almost entirely run by market women. But the busy river-taxis are always operated by men. The difference here is important and must be underlined. The river-taxis are motorized and must, therefore, be run by men who are able to deal with engines. Women, on the contrary, who are not supposed to be mechanically inclined, stay away from motorized sea vessels.

The existing division of labor in sea-related activities on the basis of gender is further illustrated by cross-cultural ethnological data collected from 185 societies. Hunting large fish and other sea animals is an exclusive male occupation. Gathering shellfish and edible seaweed is more often a feminine rather than a masculine activity.

Furthermore, drying, preserving, and selling fish and repairing nets are most often the responsibility of women.

Finally, when diving for sponges, pearls, or fish is done with diving apparatus, men are the divers. When the diving is done without technological aids, women dive. The "ama" divers of Japan, who dive for shellfish and edible seaweed while semi-naked and wearing wetsuits and eyecup goggles, are a good example of women divers with a long tradition dating back at least 2,000 years.

ACTIVE SEA DUTY

Although modern navies in many

countries now include women, in most nations, the women have not been allowed to go on active sea duty along with men (except on hospital ships). Nor are they allowed as fisherwomen on large fishing boats that spend several weeks or months at sea. In both cases the rationale is the same: The presence of men and women on the same vessel for a considerable time period is supposed to lead to sexual and love relationships that may bring about favoritism, lack of discipline, rivalries, conflict, and inefficiency.

When a directive was issued recently by the U.S. Chief of Naval Operations lifting the ban against women serving aboard warships at sea, navy wives made news by protesting vehemently against the directive.

In Russia and the Scandinavian countries (and sporadically in a few other Western countries), women have recently entered the merchant marine as radio operators, and a handful as officers.

In the 1970s, some "firsts" were recorded for the United States. The first women were admitted to a Merchant Marine and a Naval Academy, and the first all-woman class graduated from the Coast Guard Academy (which has now become coeducational). Likewise, the Navy undertook a successful pilot program in which 80 women in different crew roles sailed with 500 men.

Women oceanographers and marine biologists now regularly sail on small research ships and participate in scientific experiments under the sea, living and working in close quarters with men for weeks. But giant U.S. freighters still do not employ women because of existing regulations requiring separate bath and toilet facilities for women.

Despite the apparent gains made by women, however, especially in Western developed nations, the sea is still a masculine territory.

NEXT MONTH: Heywood Hale Broun, journalist and television and radio personality, explores the sea as a place of recreation and sport rather than as a source of livelihood in the concluding article in the series, "From Work to Sport."

Seamen's Church Institute of N.Y.
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Address Correction Requested

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

Harbor

I saw the bustling waterfront
Where ships of nations meet,
And actually it seemed to hold
A special kind of treat.

In from the sea with salt-sprayed hulls
Were freighters smartly tied
Near gleaming U.S. Navy ships
Of our country's seaborne pride.

Sleek fishing boats rode light and high —
Their hawsers creaked with gloom,
As noises deep within their bowels
Poured from each engine room.

And in the air the dockyard smells
Hung close about each place,
Where diesel fuel and creosote
Were stacked in storage space.

Then soon, new ships were underway;
They left one starlit night —
Abandoning the waterfront
Huge tankers dropped from sight.

I hope to see this place again,
Perhaps another day;
This place where ships of nations meet —
Then go upon their way.

Harry A. Koch
(former New York Seaman)