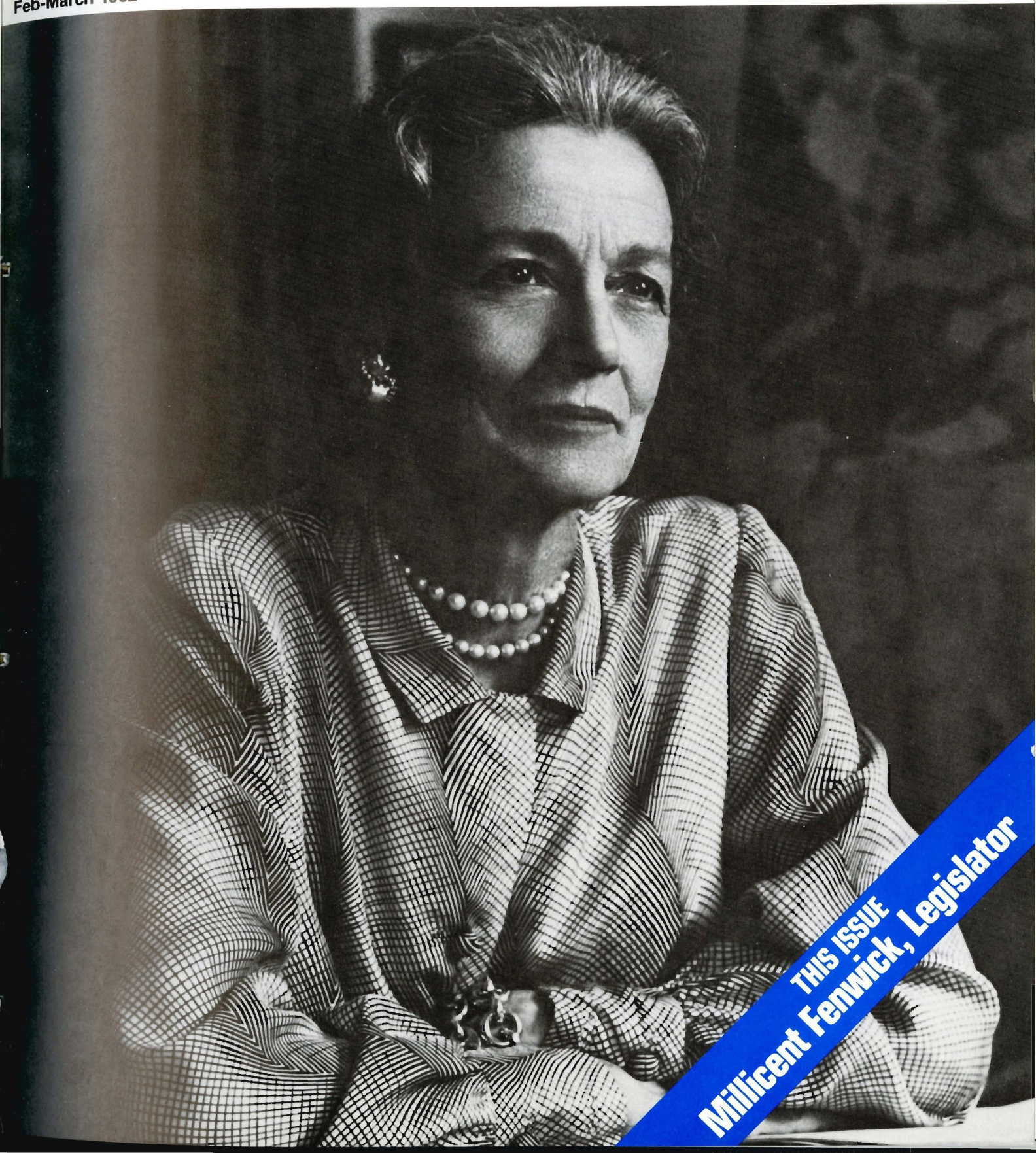


The LOOKOUT

Feb-March 1982



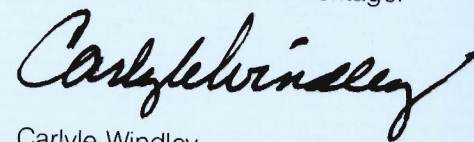
THIS ISSUE
Millicent Fenwick, Legislator

Editor's Note:

In addition to other subjects, this issue focuses on four particular topics. They are: Congresswoman Millicent Fenwick — her approach to work as a legislator and her concern for the maritime industry. An imaginative port development proposal that looks to the 21st century. The increasing importance of continuing professional education for maritime shipboard and shorebased personnel; and the situation confronting the voluntary and private sectors as President Reagan calls for increased voluntarism.

Are these subjects related? We think so. The search for meaningful solutions to the problems of the maritime industry are accelerating — in the White House, in Congress, in the boardrooms of maritime businesses and labor, and in the agencies which provide vital human support services to the industry. But there is a great deal to be done if we are to build a strong merchant marine so essential to the nation's economic welfare.

In the months ahead we will try to provide you with distinctive and provocative articles on the people and issues determining the course of the maritime industry — and, ultimately, our maritime heritage. ■



Carlyle Windley,
Editor



2 Millicent Fenwick: Legislator
NJ legislator backs Reagan administration's efforts to revitalize maritime industry.



4 Macro-Engineering Offers Hope to Regional Economy
Colossal off-shore ICONN-Erie project points to 21st century.



7 Knowledge: The Key to Seamanship
New breed of seafarers and SCI Merchant Marine School stress need for state-of-the-art training for industry.



11 Windjammers Sustain Sailing Tradition
Schooner cruising grows in popularity.

- 5 James P. McAllister
- 9 Radar School to SCI
- 10 SCI Expands Communications to Seamen and Port Community
- 14 Recommended Reading
- 15 Poetry
- 17 At the Institute
- 18 Charity: Coercion vs. Compassion?



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Congresswoman
Millicent Fenwick

Editor: Carlyle Windley
Staff Writer: George S. Dooley
Production Assistant: Meryl Shapiro

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Millicent Fenwick: Legislator



Effectively representing the American people has never been easy. But in the era of ABSCAM, media probes and adversary relations with the executive branch (not to mention inflation, high taxation and a depressed economy) serving as a member of Congress has become uniquely challenging. Yet for Millicent Fenwick, representing New Jersey's 5th Congressional District, and one of the Republican party's leading legislators, the job is done with grace, candor, enviable style and a sense of personal commitment. Fenwick's success lies in cutting through legislative cant to a basic understanding of the public interest. Independence, integrity of judgement and intelligence are in fact keys to understanding Mrs. Fenwick's four two-year terms in the House of Representatives. They are also keys to her future performance either

in the House or as a Senator from New Jersey should she win the 1983 senatorial election.

Her age, 71, may be held against her. And possibly her health, or her sex. But Fenwick's ability to put in long twelve hour days, maintain a vigorous speaking schedule, and her interest and grasp of the complex issues facing the Congress belies the routine objections. As well, operating from a relatively secure district, Fenwick is not the captive of special interest groups which plague far too many legislators.

Equally important, Mrs. Fenwick's voting record bridges the interests of doctrinaire liberals and traditional conservatives. She has won the support of business for her tax cutting efforts, for example, while winning plaudits for her civil and human rights legislation. In this sense Mrs. Fenwick is

one of the 'new breed' of legislators seeking workable, pragmatic solutions to economic, political and social problems. One example is Mrs. Fenwick's concern with the maritime industry. Sharply critical of outright subsidies that weaken rather than strengthen individual companies and national maritime strength, Fenwick supports the Reagan administration's program of revitalizing the industry.

"Improved cooperation between business, labor and government is a must," Mrs. Fenwick said. "But at the same time, Congress with the assistance of the Department of Transportation must review existing legislation to determine its contribution to a strong maritime industry."

"Much of the initiative must come from the private sector. Government has been content to legislate, not initiate needed reforms. We must rethink the effects of existing legislation on the industry and on the economy it is designed to serve." Citing naval historian Admiral Mahan, Mrs. Fenwick notes that the basis of international commerce remains in the ability to sustain a merchant fleet and naval power.

"I support the belief of the Administration that the maritime industry is a fourth arm of defense and that there can be no quick fixes for the maritime industry as in past decades," she said.

"But much of the responsibility remains with business and depends on the quality of managers within our maritime industry. Our legislation may have been counterproductive, but it cannot be an excuse for indifferent management."

As a member of the House Committee on Foreign Affairs (as well as Committees on Education and Labor; and the Select Committee on Aging) Mrs. Fenwick is conscious of the importance of the American maritime industry to international commerce and to regional economic growth.

"The northeastern United States needs strong port facilities to support export and import trade. We have coal to sell to Europe but not enough facilities, nor the right types of ships to handle this economically." She urges greater cooperation between the states and intra-state agencies to rejuvenate moribund transportation facilities and systems. "Dredging must be expedited and inland waterways reviewed as a means of low-cost transportation — especially for energy hungry areas."

Mrs. Fenwick has also been a tough minded, outspoken advocate of lower taxes for married couples; reduced spending by Congress; human rights and a score of other issues. Seeking an independent position on issues and equating legislation with its impact on constituents

and the public interest is for her a passion — one sometimes obscured by the enviable grace with which she pursues it.

Media attention focusing on Mrs. Fenwick's background has often belied her ability as a vote getter and her popularity among constituents. She has also worked hard in the House's byzantine committee system seeking to improve not only the laws of the land but the procedures by which they are made; at times rebelling as in the case of 1981 tax cuts against the compromises needed for passage.

"Every member of Congress faces great pressure from constituencies, from their peers, from the media, and from adversarial relationships which too often dominate the legislative process — increasingly separating the governed from the government," Fenwick asserts.

Anticipating Millicent Fenwick's appointment to a seat in the Senate or election in 1983, there can be little doubt she has the ability, erudition and skills to contribute to the Senate as she has to the House. New Jersey, the maritime industry and the nation may be the beneficiaries of an expanded arena for a tough antagonist.

George Dooley

Editor's Note:

Because of the increased national interest in the problems connected with aging, we thought our readers, young and older, would be interested in Mrs. Fenwick's efforts.

For a nation whose population base is growing older, aging will continue to be one of the most complex problems facing the federal government. For Millicent Fenwick (R-5th CD-NJ) it is also a legislative priority. She has stressed the special importance of two areas — health and housing. Her record is strong enough to earn an 80% rating from the National Alliance of Senior Citizens.

"Health care," Mrs. Fenwick argues, "especially long term care, is in desperate need of reform. Federal regulations, despite good intentions, too often hurt the very individuals they were designed to

help. Regulatory agencies and programs must be responsive to the human needs," Fenwick argues. The track record of bills initiated or co-sponsored by Mrs. Fenwick includes:

- Special legislation to permit HUD to allow local preference in housing for the aged.

- A bill to reform senior citizen health insurance, by setting minimum standards for voluntary certification and establishing strict penalties for deliberate overselling of insurance, for posing as a Medicare official and for fraudulent mail order insurance sales. This is now law.

- Legislation to improve health care for the elderly, including bills giving States incentives to increase alternatives to institutionalization, providing for stricter rules on the transfer of nursing home patients, and including psychological services under Medicare.

- Change in regulations by the Department of Health, Education and Welfare to allow an elderly nursing home patient more than 18 days leave a year. HEW, in response to Mrs. Fenwick's protests, wiped out the limiting regulation entirely.

- Two bills to allow shelter and medical expenses for the elderly and handicapped to be deducted before computing benefits for food stamps.

- Legislation to allow the blind, aged, and disabled to cash out their food stamps. This passed the House last year.

- Legislation to eliminate the "earnings test" for social security. ■

MACRO- ENGI- NEERING

OFFERS HOPE TO REGIONAL ECONOMY



Mr. Chattey

Can the troubled economy of the northeast United States be revitalized?

For many people, the problems of high energy costs, limited resources and political fragmentation in the northeast region are virtually insoluble.

Real economic growth they argue will be in the south and west with the northeast the hub of the nation, declining in population and economic vitality.

But is this inevitable? Nigel Chattey, a British born industrial engineer, ranks among those who believe that there is enormous vitality in the region and that a decline, if any, will be by choice.

Mr. Chattey's vision for a revitalized economy rests on the region's principal resource: its strategic central geographical position and water.

His plan is relatively simple. At least in concept. He is urging the creation of a massive \$10 billion dollar offshore industrial island near the coast of New York/New Jersey. This would provide a linchpin for the northeast economy providing new sources of energy, low cost water transport and a new industrial base for the region.

At the same time his ICONN*-Erie proposal, as it is now called, includes a widening of the Erie Canal to link New York harbor with the resources of the middle west, providing an alternative to the St. Lawrence seaway.

*ICONN - Island Complex Off-Shore NY/NJ

The project — which might take 10 years to complete, would impact the economies not only of New York and New Jersey but states stretching west to the Dakotas and Great Lakes.

The ICONN-Erie project now under study would be one of the largest construction projects in history. Visionary, colossal, stupendous, might be terms applied to it. Also impractical, according to critics of the project. Yet Mr. Chattey's idea is just big enough to confront some of the real problems facing a heavily populated region short of energy resources and seeking new sources of industry.

Mr. Chattey's proposal is as bold as another visionary, De Witt Clinton, who was scorned in the 19th century for building the Erie Canal — a canal which aided the growth of New York as a major port. ICONN-Erie is sure to generate controversy. But from the engineering perspective it really represents application of tested methods which have worked in Europe.

Located 20 miles offshore New York City, the 10,000 acre industrial island would be created by building huge dikes to form an island in the sea. With the water pumped out, the island — about half the size of Manhattan — could then be developed into an industrial site feeding the energy and industrial needs of the northeast from Baltimore to Portland, ME.

Fed by coal shipped by water from the mid-west, refinery units would convert it to usable energy. The island could also be used to convert wastes into energy and provide an offshore tankerport for super tankers serving the northeast. Although located a short sea-trip away from mainland population centers, the island could employ hundreds of thousands of workers onsite as well as helping the northeast exploit its geographic position central to world trade.

The ICONN-Erie project is sure to draw fire from environmentalists but it is also attracting supporters among business leaders, and politicians who want to know more about it. Will it work? Is the cost justifiable? Who will be responsible for it? How will it be financed? There are scores of imponderables at this point. But Mr. Chattey's vision is getting a hearing by people who are determined to get the economy of the northeast growing and competing in the global economy of the 21st century. ■

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James P. McAllister Takes ICONN-Erie Seriously

Bold, imaginative solutions to problems facing the New York/New Jersey port complex are critical to regional economic growth, argues ICONN-Erie advocate James P. McAllister.

Mr. McAllister the retired chairman of McAllister Brothers, a major New York based marine towing and transportation firm, asserts that ICONN-Erie warrants more attention from government, business and labor than it has received to date. "ICONN-Erie may be a giant key to the port's regaining its former pre-eminence in world trade." He contends.

"We have neglected the port for decades while other ports with fewer natural resources or less advantageous geographic position have grown — from San Diego to Tulsa to Baltimore — at our expense," Mr. McAllister notes.

"The litany of problems faced by the port are familiar. Less obvious are solutions that will work for the port, the states of New York and New Jersey and the northeast region. ICONN-Erie may be one of them."

Mr. McAllister, who also heads the NY & NJ Port Promotion Association, feels that industry fragmentation has been a major stumbling block. As well, a succession of mayors of the City of New York have been

indifferent to the port. "The port made the city," Mr. McAllister says.

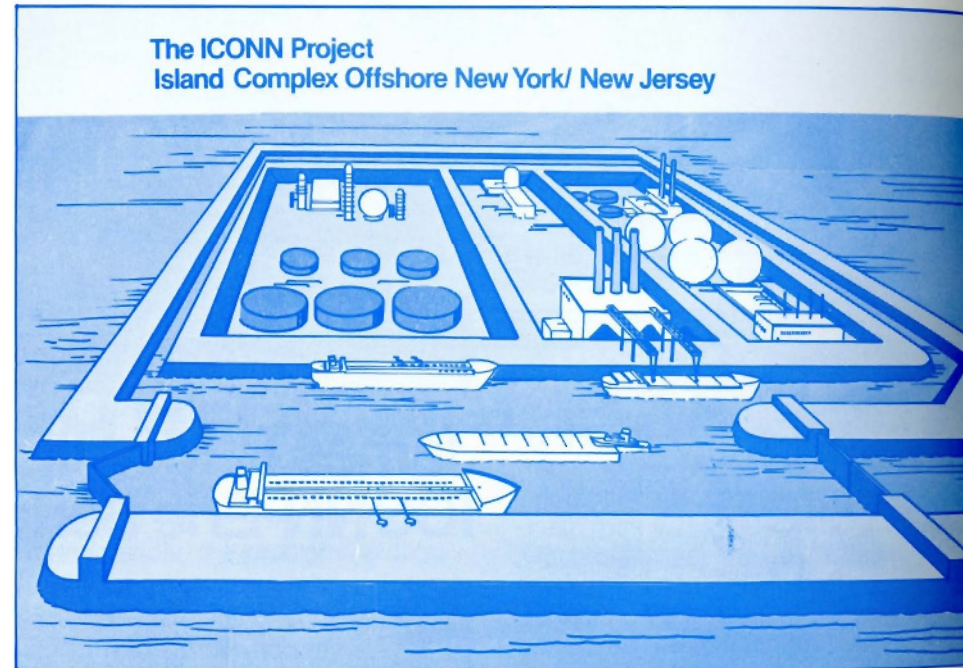
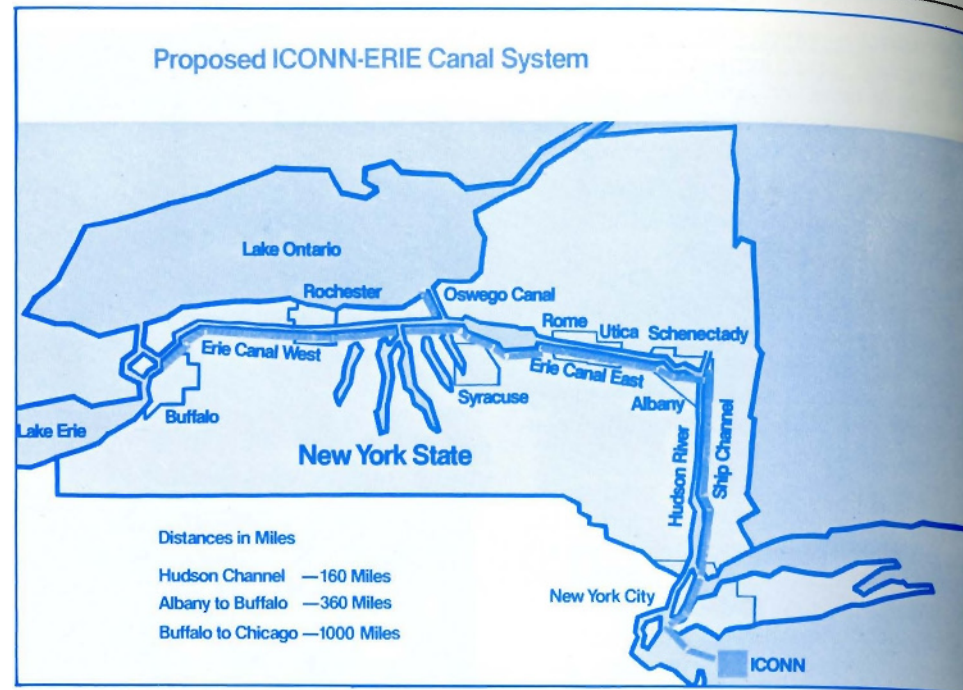
"Ed Koch is an exception. He and Commissioner Seale (Ports and Terminals) have done an outstanding job and are committed to strengthening the port and its facilities; they perceive that the city's future is linked — economically and historically to effective use of our waterways."

With John Petty president of Marine Midland Bank, another of the ICONN-Erie major supporters, Mr. McAllister takes the long view for port development. "Today's neglect of the port will pay off in economic weakness in the future. But the mortgage must be paid by future generations. And by businesses who will discover that the infrastructure on which they depend for their livelihood has deteriorated."

As he views it, a balanced national transportation policy including port facilities, inland waterways, railroads and the shipping industry has to be articulated. "The creation of the Erie Canal essentially created the port. In turn, the railroads now in decline replaced effective use of waterways. Instead of competing we need complementary systems based on sound economic appraisals."

"ICONN-Erie means jobs, lower-cost energy, better conservation of resources. It means expanded international trade and a chance at sustaining if not improving the regional economy." Mr. McAllister asserts with conviction that "Upstate New York and the Great Lakes' ports seem to have a clearer idea of the potential of a project of this size."

Is there a real solution? As Mr. McAllister views it more leaders in business, labor and government must get involved and committed to port development. There is room for individual, congressional, state and city initiatives which can build a strong port — and get ICONN-Erie off the drawing boards. ■



Editor's Note:

Anyone concerned with the future of the ports of New York and New Jersey or the future of the maritime industry can take heart and example from James P. McAllister who is one of the port and industry's most dedicated advocates and activists.

After a 53 year career as President, Chairman and Chief Executive Officer of McAllister Brothers. He formed a marine and transportation consulting firm, James P. McAllister Associates. He is also President of the Board of the Commissioner of Pilots, State of New York; a member of the Mayor's Port Council of the City of New York; a member of the American Bureau of Shipping; Chairman of the Harbor and Shipping Committee; a Director of the New York Chamber of Commerce and In-

dustry and the Economic Development Council of the City of New York.

In addition, Mr. McAllister is active in community and church affairs, has his own automobile agency in Long Island and is involved in racing and vintage car restorations. He was named 'Man of the Year' by the Maritime Association of the Port of New York and by the Foreign Commerce Club of New York. By any standards he is an outstanding contributor to the port, the city and the industry. ■

Knowledge: The Key to Seamanship

From time immemorial the heart of seamanship and maritime strength has been the experience and knowledge of the sea passed from generation to generation.

From seaman to seaman, family-to-family, guild and trade, to union and nation, the long tradition of seafaring apprenticeship has only slowly given way to formalized education and training of mariners.

The establishment of an Annapolis or a Kings Point to train naval and maritime officers, for example, were milestones in the recognition of the importance of professional education for American seafarers.

Today, navigation, engineering, ship-board operations and port services all demand specialized skills and professional commitment. The modern seaman must not only be the master of traditional skills but of state-of-the-art technology as well.

What makes a seaman proficient? How is mastery of wind and wave, of time and tide gained? What are the uses of computers, satellites and simulators? What are the concerns of a new generation of officers and crew?

"The maritime industry, with notable exceptions, has been sluggish in its response to major technological changes and the demands of technology on seafarers — both officers and crews," George Munkenbeck, Jr., director of SCI's Merchant Marine School notes. "To realize the real economies of efficient ship and fleet operation we are going to have to develop a new breed of seamen, officers and shorebased managers."

Mr. Munkenbeck, who was named director of the Merchant Marine School in early 1981, is himself the beneficiary of a family maritime tradition. A graduate of the US Coast Guard Academy, New London, CT, he is the third generation of his family to serve at sea. "People going to sea for the first time need career guidance, careful evaluation of their aptitude for the seafarer's life; and, above all, a personal commitment to professional education, to a lifetime of learning," he observes.

Last year, the SCI Merchant Marine School, which was formally established in 1916, prepared more than 600 students from 20 nations for original licensing or upgrading of rank as deck or engine officers. In addition, more than 500 seafarers attended the Radar School for the first time and another 400 received radar recertification.

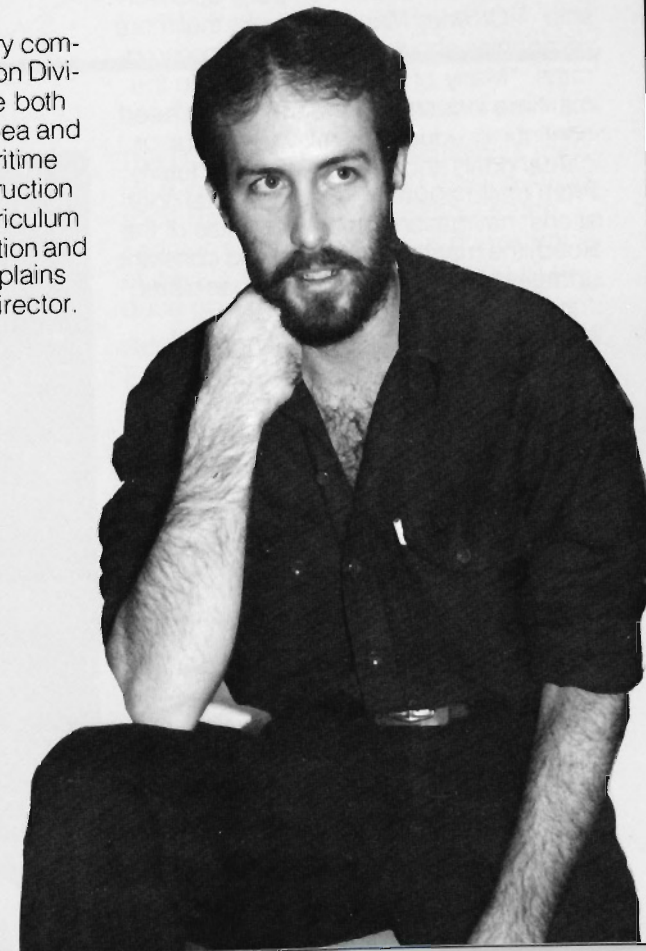
For shorebased maritime personnel, there is the Franklin D. Roosevelt Institute of Maritime Studies. Under the direction of Ms. Faye Argentine, last year it matriculated 496 students; offering them a diversity of evening courses ranging from admiralty law to intermodal containerization and pricing. Although these courses are designed primarily for industry line and staff managers, both the basic curriculum and other special seminars conducted by the Roosevelt Institute have also proven invaluable to managers in marine-related fields such as marine insurance and banking.

These three schools are the primary components of SCI's Maritime Education Division. Its objective is "to recognize both the needs of seafarers serving at sea and the needs of the shorebased maritime personnel, to provide quality instruction for all students, and to offer a curriculum which is responsive to both innovation and the traditions of seamanship," explains Francis C. Huntington, division director.

"Our perspective is a systemic one: it is that both seafarers and shorebased workers and managers must understand each other's problems and priorities; that we are training men and women for highly responsible positions in the maritime industry; that professional knowledge, skill and judgement are as critical in this field as they are in others — both in terms of routine work as well as in times of stress," Mr. Huntington says.

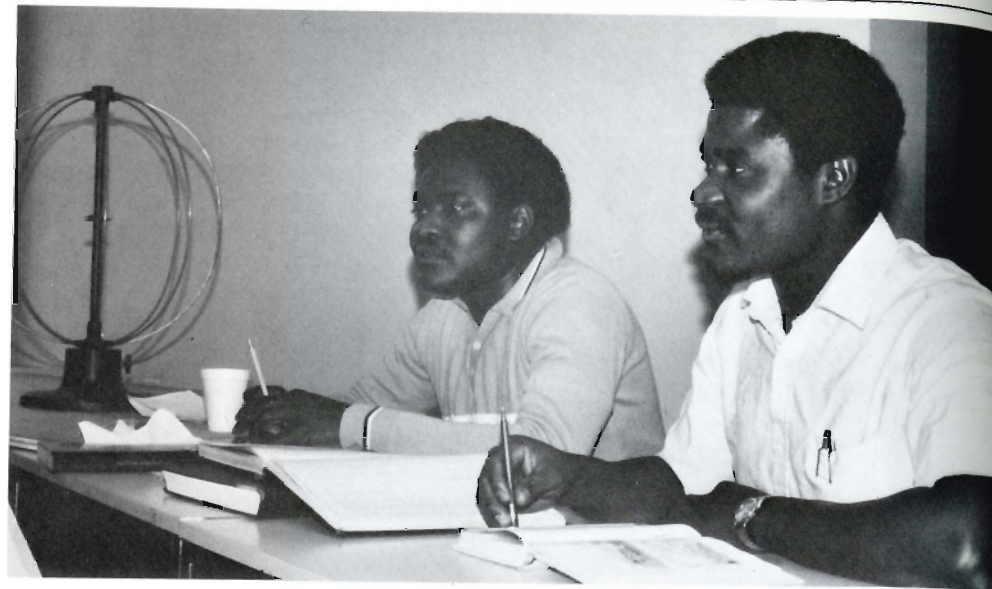
Students in the Merchant Marine School seem to agree: Ebenezer Tettah, a national of Ghana, for example, is studying for his 2nd Mate's license. "Instead of cramming to pass a licensing exam, the faculty here tries to develop confidence in the individual's skills and judgement. This is virtually essential for an officer in the merchant marine who has diverse responsibilities," he says.

An American seaman, Daniel Moreland agrees: "Students here are both mature and motivated. They want to learn because they know that their careers are dependent on what they know and how they use it." Mr. Moreland, who is studying for a Master's license, is also aware of the importance of technology, including computerized navigation systems. "The major fleets are constantly seeking more efficiency in operation. Well trained seamen and officers are the real keys to realizing efficiency," he stresses.



Mr. Moreland

Another American seaman, Frank Bilotta concurs, "Efficiency is a byproduct of people who make systems and procedures work. It's a human relations problem at heart. The US Merchant Marine needs to rethink its system of command — from ship-to-shore and from officer to crew. That is one advantage of this school, they challenge you to re-evaluate what you took for granted."



Mr. Ebenezer Abban

Mr. Ebenezer Tettah

Ebanezer Abban, another Ghanaian, senses that the individual seamen are vital to developing efficient merchant marine strength among the lesser developed countries: "The maritime industry is international and very competitive. Some countries such as the Scandinavians, have long traditions of seamanship. Others, such as Ghana, are just developing their fleets. The competition for the most competent seamen will be keen, especially as the crews get smaller."

To Merchant Marine School Director George Munkenbeck, the students are on target. Says Mr. Munkenbeck: "They know from experience that the industry is changing. Ships will be larger, more specialized, but with smaller crews. They and their companies know they will need and must have the skills they are learning here."

Seamen are also concerned with their professional image as seafarers. An image they believe is not always good: especially in the United States. "Americans have turned away from the maritime tradition. The industry today has image problems which affect the motivation of seamen and officers. Motivation is key to increased efficiency and safety, a factor too often overlooked," Mr. Munkenbeck contends.

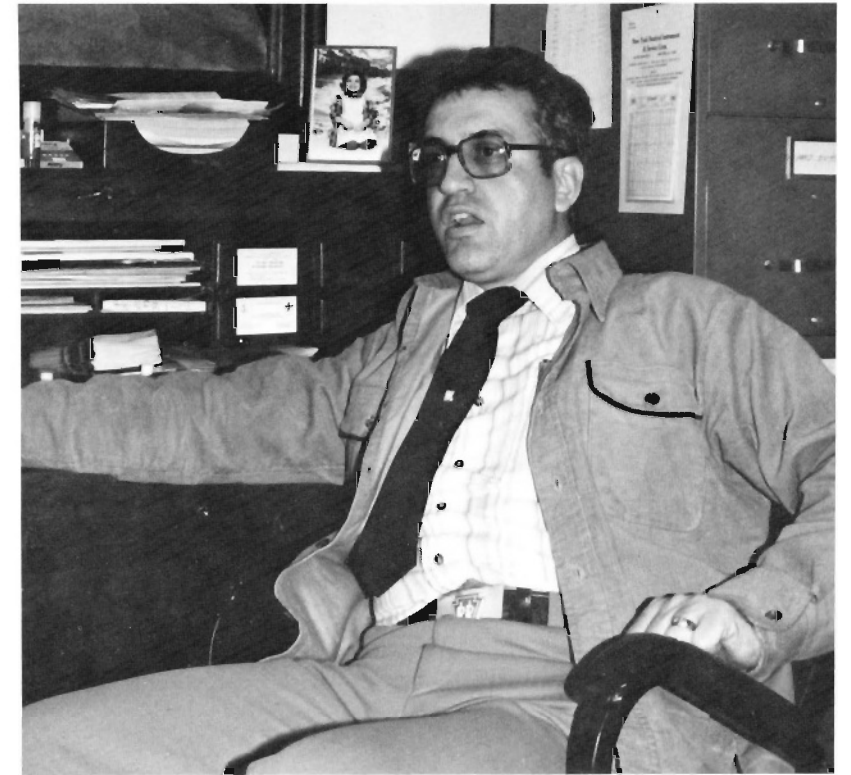
As for the future, Messrs. Munkenbeck and Huntington are optimistic. "The school has a reputation for quality and we are going to sustain and build on this," Mr. Huntington says. "By providing professional maritime education, the Seamen's Church Institute is fulfilling one of its primary obligations: to assist with developing

the men and women who will help lead the industry in the future and to contribute to improvements in safety-at-sea and the efficiency of the maritime industry."

He added that already in place is an expanded curriculum including advanced courses in firefighting, inert gas and crude oil washing systems, and special training in the Rules of the Road. Expanded radar training is also underway. And, with the Institute having assumed responsibility for the east coast radar school formerly operated by the Federal Maritime Administration, SCI's Education Division will offer for the first time, specialized radar training for foreign nationals; particularly those sailing under Panamanian and Liberian flags.

"We have the capacity to meet both individual and company training specifications — to design and teach specialized courses, as well as providing a core curriculum of real value. Moreover, we are uniquely qualified because of our three schools to bridge the gap between shore based and sea-going personnel — providing a holistic view of ship and fleet operations," Mr. Huntington emphasized.

"The American maritime industry is entering a new era and there is a need for a new generation of seafarers to replace an aging work force," Mr. Munkenbeck said. "The Institute can supplement union and government educational efforts and help the industry meet needs for trained professionals proud of their contributions and skills." ■

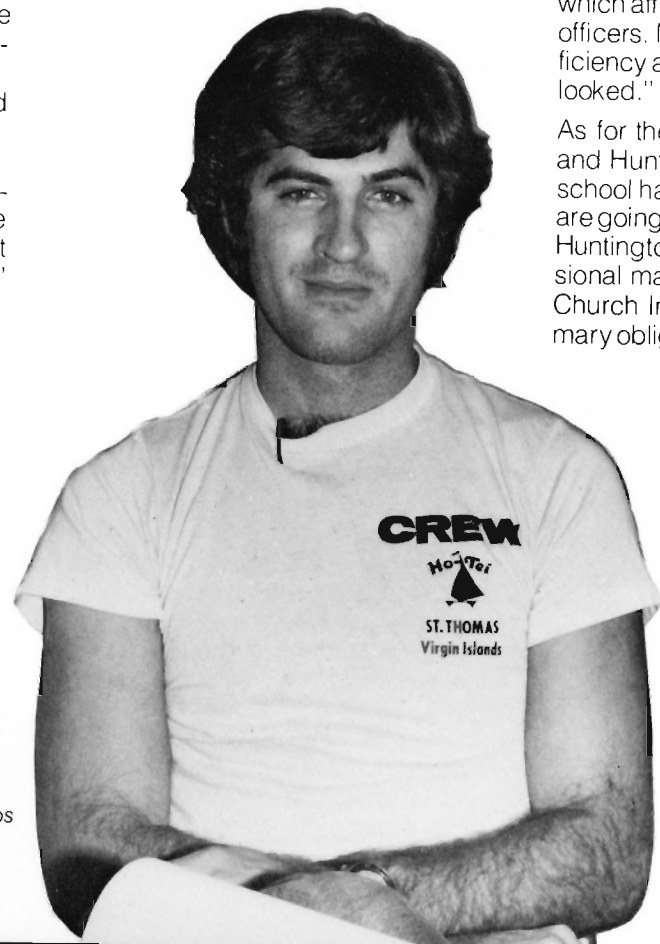


Mr. Munkenbeck



Mr. Bilotta

Jeff Poulos, who is attending the Merchant Marine School under company sponsorship — Crowley Marine — thinks that more companies should sponsor training programs. "Many of us want a career in the maritime industry. But to do this we need continuing education relevant to our career goals and to our company's future. From basic seamanship, to terminal operations, navigation, radar and Rules of the Road, the maritime officer needs constant updates on the state of the seaman's arts."



Mr. Poulos

Radar School to SCI



Mr. Huntington

Adm. Shear

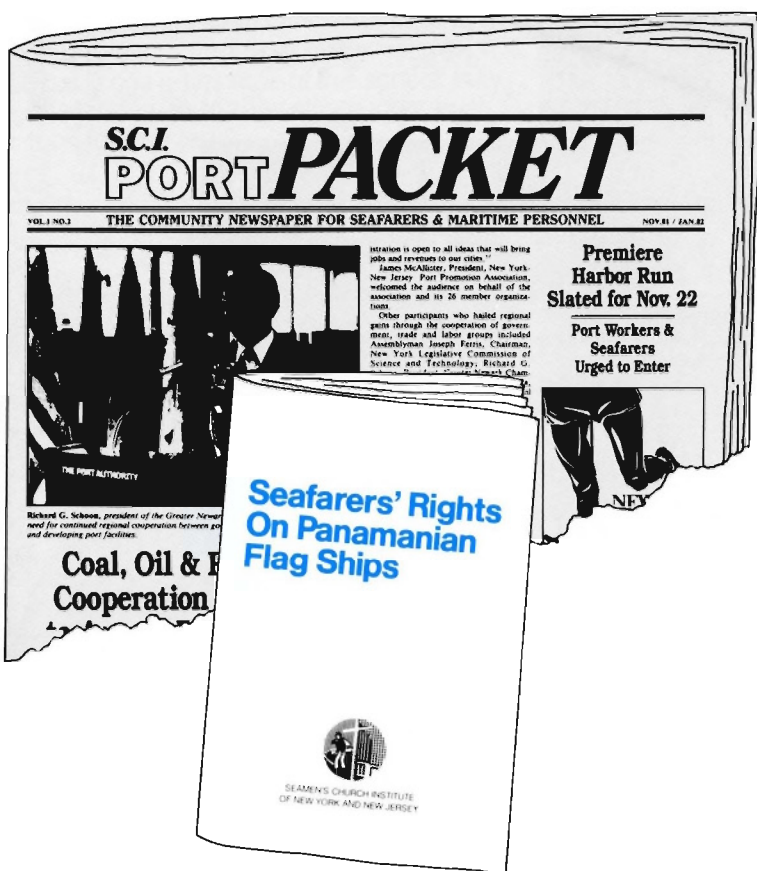
Rev. Whittemore
SCI Director

The U.S. Maritime Administration's transfer of its Eastern Regional Collision Avoidance Radar Navigation School to the Seamen's Church Institute is one example of private sector initiative helping to reduce government spending.

According to Marad Administrator Harold E. Shear, the transfer was a move to carry out "President Reagan's dual policy of reducing government spending while at the same time, whenever it is practical to do so, returning services and functions such as this to the private sector."

During the past five years, the school has provided radar training to some 5,000 persons. Courses are offered from one to eight days to prepare officer candidates and licensed-deck officers for original qualification as Radar Observer or for renewal of the Radar Observer endorsement of their US Merchant Marine deck officer licenses. The school will be administered as part of SCI's Maritime Education Division. ■

SCI Expands Communications To Seamen and Port Community



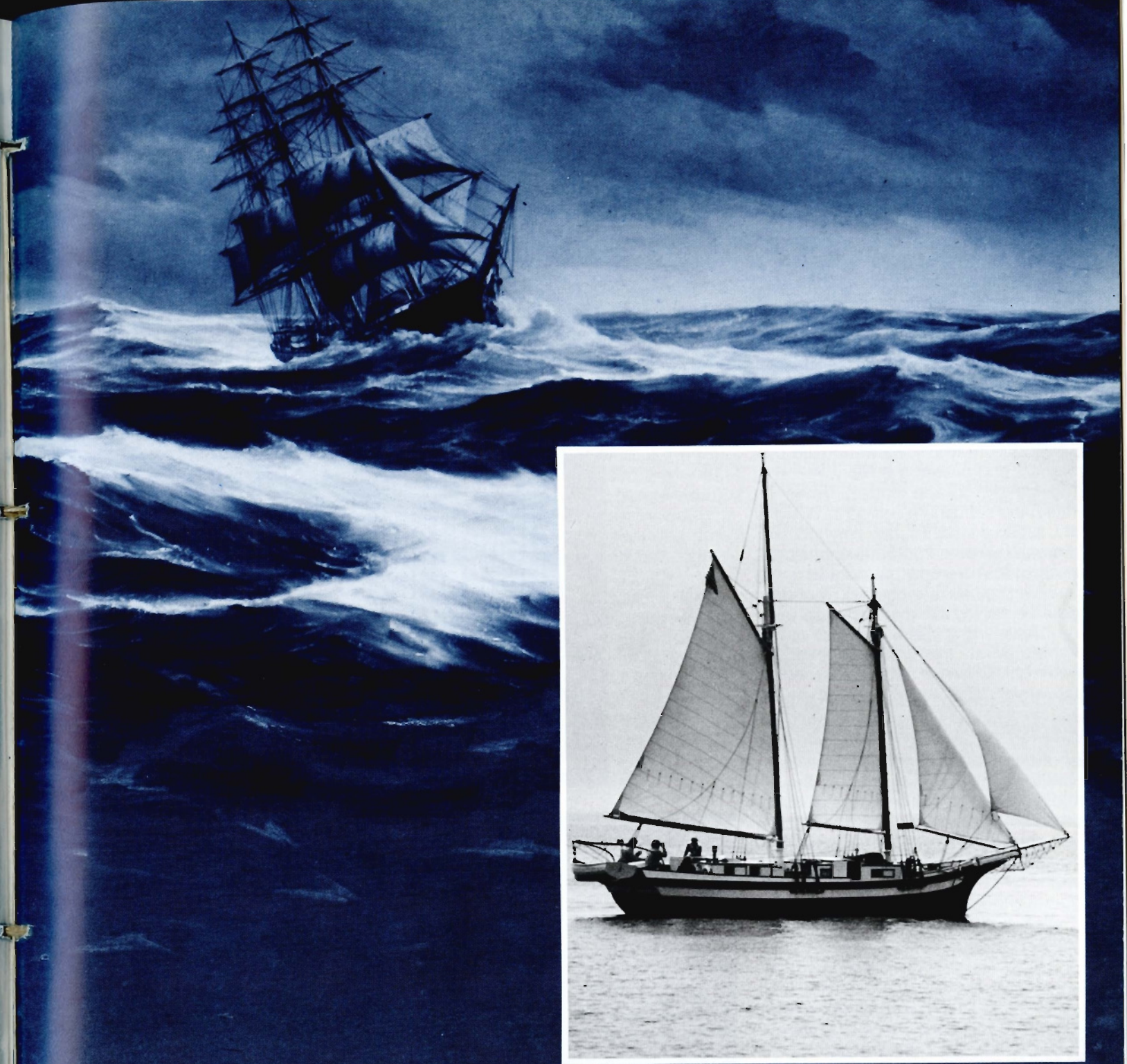
A major step to improving communication with the estimated 250,000 seafarers entering the ports of New York and New Jersey was initiated by SCI in September with publication of an eight-page newspaper, *The Port Packet*.

The new publication is designed as a community newspaper for seafarers and maritime personnel in the port, especially shorebased workers in Port Newark/Elizabeth, NJ. *The Port Packet* will be published 3 times a year and distributed without charge. It will also be mailed to those persons receiving the *Lookout*.

"*The Port Packet* is designed to serve everyone in the port, ecumenically and informatively. It fulfills a need which has long been apparent to us, and the port's response to the first two issues confirms this," The Reverend James R. Whittemore, Institute director commented.

In addition to *The Port Packet*, a new pocket-sized guide for seafarers serving under the Panamanian flag has been published. This booklet is designed to inform all seamen — regardless of their nationality — of their legal rights and responsibilities aboard Panamanian flag vessels. A similar booklet is scheduled for publication covering the rights of seamen serving under the Liberian flag.

Both booklets are the result of the continuing Seafarers' Rights project, coordinated by the Reverend Paul A. Chapman. Mr. Chapman also addressed the recent International Symposium on Shipboard Operations on Human Rights for Seafarers in New York and he heads the Institute's Center for Seafarers' Rights.



*Windjammer's
sustain sailing tradition*

by Francis J. Duffy

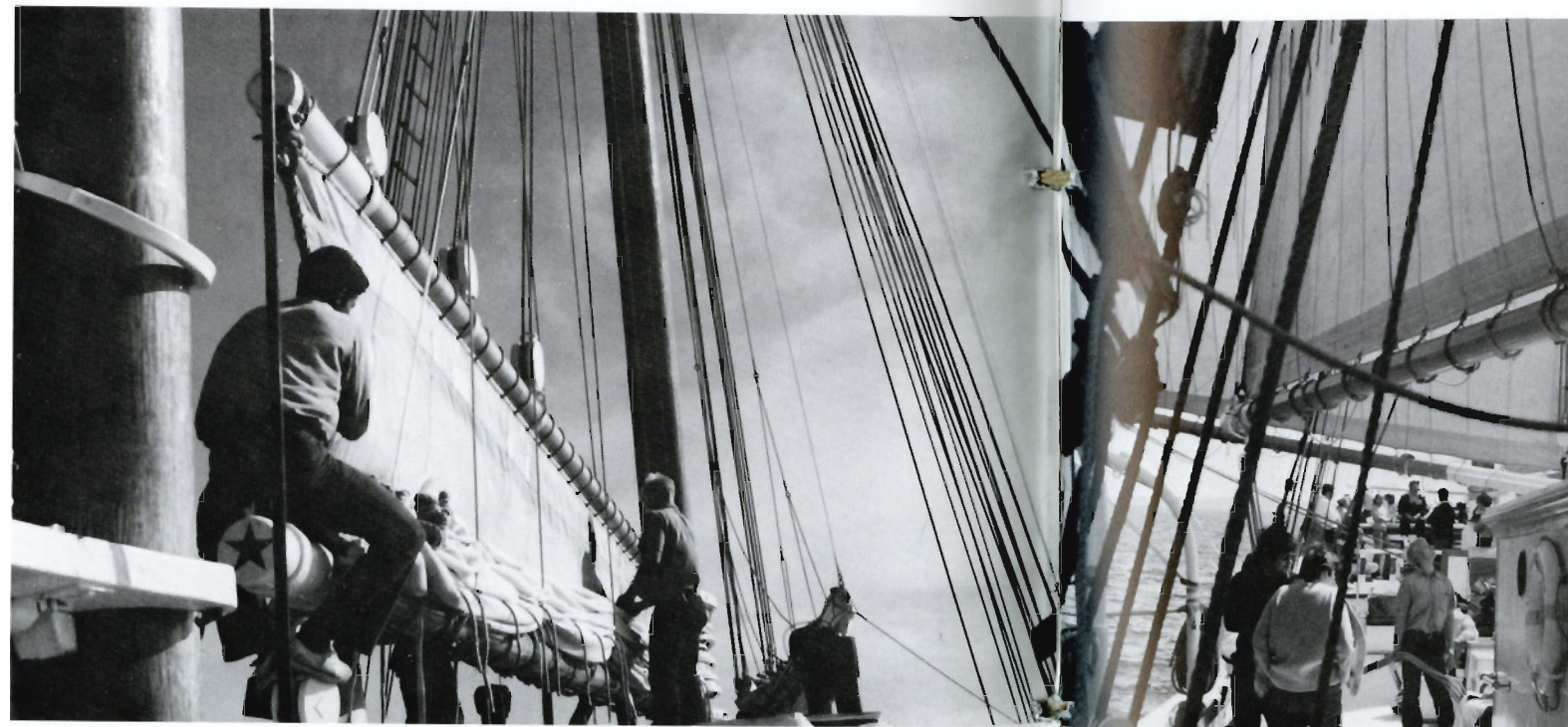
Maritime historians trace the name "schooner" from the Scottish verb "to scon or scoon", skipping over the water like a flat stone. Although the fore-and-aft sail rig is used universally, American designers and builders are credited with the major development and refinement of this type of vessel.

Schooners played a major role in American history from the Revolutionary War right into the 1920's. They were used by privateers and pirates, the Navy, revenueurs and blockade runners. In this century, the schooners served in World War I, fished the Banks, and played their last major role as cargo carriers hauling bulk cargoes in the coast-wise trade. This type of vessel reached the height of design in the 1920's with more tonnage, sail area, masts, and smaller crews than comparable vessels. The famous *Thomas W. Lawson* held the record with seven masts.

Unlike the square-riggers, who lost the battle with steamships, schooners stayed at sea into the 20th century not because their owners had any romantic attachment to wind-driven ships, but because they could still turn a profit. The old schooners made their "last hurrah" in their twilight years during Prohibition, armed and sailed by buccaneer captains as rum-runners.

Just when it looked as if commercial sail would end after over four hundred years, schooners have found a new life, a second career, carrying passengers. Today the fore-and-aft sailing vessels have returned to sea in the windjammer trade, and among these is the *Victory Chimes*.

The *Victory Chimes* is the largest passenger-carrying sailing vessel still cruising under the American flag. She is the *grande dame* of the windjammer fleet on the east coast. This summer she will sail on her 82nd season, still looking in yacht-like condition in spite of her years. She measures 160 feet from bow-sprit to taffrail, with three 80-foot masts and a 208 gross tonnage. The only power to move the *Chimes* comes from the free winds, with a diesel yawl to push her in and out of harbors, or doldrums.



The old schooner started life in the Chesapeake Bay area where she was built as a lumber carrier — running from North Carolina to Philadelphia on the inland waterway. She was retired from carrying freight in 1946, had cabins built in her holds, and ports cut in her sides to accommodate forty-six passengers and a crew of nine. In 1954, the vessel came to Maine waters and joined the windjammer fleet, sailing in the Penobscot Bay area.

Most windjammers are based in Maine although individual boats operate out of other ports on the east coast including Long Island, Connecticut, and even New York City. The idea of carrying passengers under sail started in the late 1930's when some old commercial vessels could no longer earn their keep in the cargo trade. The one week cruises proved so popular that the supply of old boats for conversion ran out, and new schooners built just for the trade were placed in service. All the vessels in the windjammer fleet were built in the United States, are owned and operated by Americans, and inspected for safety by the US Coast Guard.

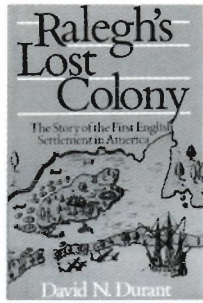
The owner of the *Victory Chimes* is Captain Frederick B. Guild, a perfect mix of Down East businessman, cruise director and master in sail. Captain Guild comes from a Maine seafaring family and started in the cruise business in the summer of 1938. He sailed during the winter months as a second mate on the *Edna Hoyt*, the last five-master on the East Coast. When WW II started, he joined the Coast Guard's Corsair Fleet, which used sailing vessels in anti-submarine patrols. Captain Guild brought the *Chimes* up from the Tidewater area to Maine in 1954 to be registered in Castine, his home town.

Windjammer cruising has no relationship to the more formal, large cruise ships. The schooners offer days of sailing, simple American cuisine, small but comfortable cabins with bunk beds and only self-generated entertainment. All the crew members double as cruise directors. Underway passengers can help sail the vessel, tend the sails, steer, chart the course, or merely relax and enjoy the sea breezes.

Aboard the *Chimes*, the passengers range from teenagers to senior citizens with their common interests eliminating any generation gap. Although the boats aren't dry, there is not much drinking and those interested bring their own liquor, because none is sold aboard ship. All the sailing is done during the day, and at night the vessel drops anchor in one of the many snug harbors and passengers can swim off-the-side (if they can stand the cold Maine waters), explore ashore, or merely stay aboard. On the *Victory Chimes*, Thursday night's dinner is a special "seafood delight" with freshly caught lobsters and clams and there is no limit on seconds. The cruise runs from Monday morning to Saturday, with the itinerary based on the fickle, uncertain force and direction of the winds.

Windjamming is a perfect vacation for a ship lover, especially one who is interested in wind-driven, traditional vessels. Even vacationers without a passion for the sea will enjoy a new experience away from the pollution and noise of land and the pressures of more formal cruising. There is no better way to understand and appreciate the American sailing heritage than cruising aboard a schooner. ■





RALEIGH'S LOST COLONY
The Story of the First English Settlement in America
by David N. Durant
Atheneum Press
New York, NY. Hardcover,
170 pages plus notes.
\$12.95 in USA. ISBN 0-689-11098-7

Oddly enough, Sir Walter Raleigh (spelled "Raleigh" until he was thirty) never set foot on his colony in Virginia; he merely held the colonization patent for it, and was by way of being Queen Elizabeth's "huckster" for colonizing, thus engaging in what was then the worldwide competition for new lands and riches.

In reading this account of the two first English colonies in Virginia, it seems almost a

miracle that the goal was ever accomplished. The seas were cruel, the seafarers of the rival European nations crueler, what with their condoned piracy and greed, and the natives on that distant soil soon proved hostile and violent.

Nonetheless, two separate bands of English settlers made it to Roanoke Island in Virginia (now North Carolina). The first in 1585, consisting entirely of males, elected to leave for their homeland after a year. The second group of 115 included seventeen women and children, and they arrived in 1587. John White, artist, who had been in the first colony, was made governor. After a year he returned to England for much needed supplies and fresh recruits, intending immediate return. However, much trouble occurred, including the Spanish Armada, and when he finally saw Roanoke Island again after three years, the entire colony had vanished. This included Virginia Dare, his granddaughter, the first English child to be born in the new world.

Raleigh's Lost Colony was perhaps decimated or dispersed. Conjecture, resting on fragments of fact, indicate that part of the band survived for some years before Indian Chief Powhatan, father of Pocahontas, massacred them. (Or maybe some escaped entirely and their part-Indian descendants are living today. Lacking fact, romance cannot be dismissed.)

The main interest in this volume, however, is in the struggles which took place on the high seas. Flags of the various nationalities were intent on plundering each other for profitable cargo. Then there was the sad truth that shipbuilders of that era knew far too little about constructing seaworthy craft; too often the ships were topheavy and almost square in shape, and those who sailed them were in abysmal ignorance of navigation. Little attention too was paid to living conditions; quarters, even the best, reserved for owners, nobility, or distinguished voyagers, were unbelievably cramped and stifling or freezing. Dining from gold plate did nothing to make the food more palatable. For other seafarers the long trips were miserable and vile. Until the hammock was introduced (by one John Hawkins in 1587 who had seen the contraptions in use in the West Indies), the bed was anywhere. Rations were limited and poisonous. Beer, put aboard in casks as the usual liquid staple, was a common killer. Millions of bacteria multiplied as the long voyage wore on and resulted in causing enteritis. And always there was the uncontrollable weather.

This is a brisk and succinct record of an important part of the Elizabethan past. ■

— Bonnie Golightly

"It was an adaptation of the old idea of Running Away to Sea, a boyhood yearning bred of tales, marvelous tales of ships and stars and isles where good men rest."

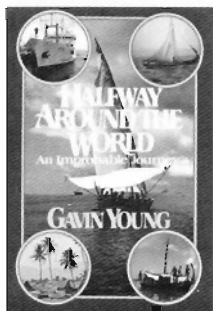
Carrying several sea-inspired works of Joseph Conrad and E.M. Forster, a polaroid, binoculars and only few items of necessity, Gavin Young, a correspondent for the London Observer, fulfilled a lifelong dream in 1977. For seven months, on 23 seagoing vessels — everything from local ferries and tramp steamers to oil tankers and Filipino kumpits, Mr. Young ship-hopped from Piraeus to Jedda, Dubai to Singapore and finally, Canton.

His **HALFWAY ACROSS THE WORLD** moves from scene to scene revealing in humor and anecdote a multitude of colorful and endearing characters; ship agents, sailors, old friends and new, and situations of romance, horror and history.

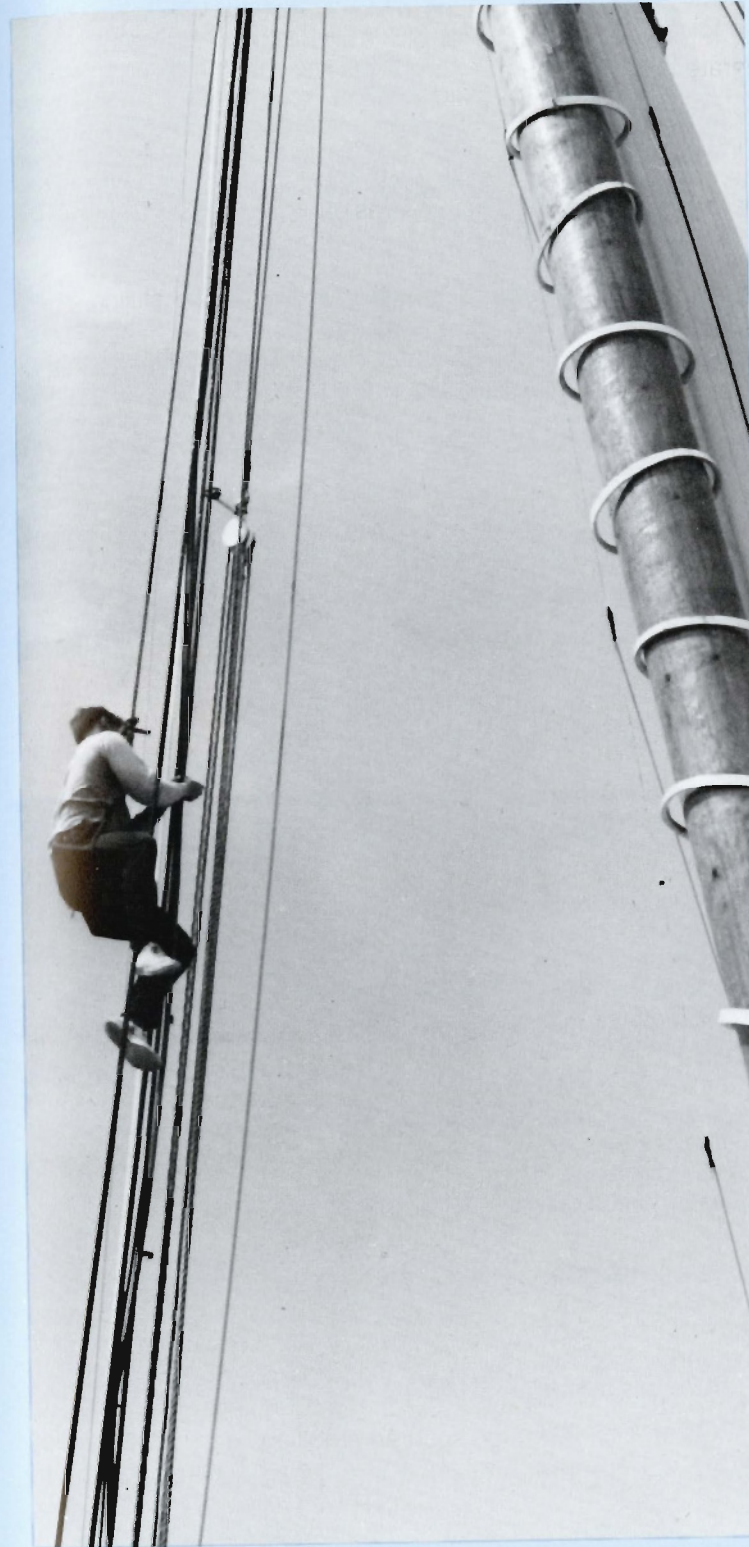
The memories evoked by revisited sites from Mr. Young's war correspondent years are particularly poignant as he recounts the then witnessed destruction and his present sense of renewed horror.

How Gavin Young managed to succeed on such an ambitious and "improbable" odyssey is cause for inspiration. ■

— Meryl Shapiro



HALFWAY ACROSS THE WORLD
An Improbable Journey
by Gavin Young, Random House,
New York, NY. Hardcover,
473 pages. \$16.50 in USA.
ISBN 0-394-52114-5



A SAYLOR

*He is an otter, and amphibium that lives both on land and water.
His familiarity with death & danger has armed him with a kind of
dissolute security against any encounter:
The sea cannot roar more abroad than he within, Fire him, but
with liquor!*

*In the tempest you shall hear him pray, but unmethodically,
as it argues that he is seldom versed in that practice.
He makes small or no choice of his pallet.
He can sleep as well on a pack of punice as on a pillow of doune.
He was never acquainted much with civillitie.
The sea has taught him other rhetoricke.*

*He is most constant to his shirt and other seldom-washed
linen.
He has been so long acquainted with the surges of the sea that
too long a calm distempers him.
He cannot speak low, the sea talks too loud.*

*He can spin up a rope like a spider and down again like
lightening.
His rope is his road: the top mast his beacon.
Death he has seen in so many shapes as it cannot amaze him.*

17th century "Whimzy"
by Richard Braitwaits

Thanks to Miss Noreen Killilea for sending us the above translation from the Old English. ■

On the Surface

Budget battles will dominate the headlines in 1982 as they have in the past year, and defense spending, once sacrosanct, may come under heavy fire. However, shipyards may gain as defense spending for new vessels increases and naval sealift capacity gains adherents. And the House Committee on Merchant Marine and Fisheries, chaired by Walter D. Jones (D-NC) has already joined with Senate conferees to oppose drastic cuts in US Coast Guard personnel budgets. Yet, there can be little doubt that both the Navy and the Coast Guard will be asked to optimize efficiency and to demonstrate that they are using public funds wisely ... Pending 'fast track' legislation designed to speed up permits approval for dredging projects — including port fees which would make local ports responsible for the costs of harbor dredging — are still pend-

ing in the House and Senate. Is early 1982 still a realistic timeframe? We hope so, but it's anyone's guess ... Linda W. Seale, New York City's Commissioner of Ports and Terminals has selected two firms to conduct feasibility studies for a coal export facility on Staten Island — an issue sure to draw fire from the local community who want the economic benefits but fears environmental impact ... Plans are now being made to mark the centennial of Franklin D. Roosevelt's birth. President Roosevelt was a member of the Seamen's Church Institute's Board of Managers from 1908 until his death. He declared National Maritime Day and the Institute evening school of maritime transportation is named in his honor ... "Thanks" to American yachtsman, Lawrence Friend, who set-out aboard his sloop to rescue three Canadians marooned on a mid-Pacific atoll. He did so in good faith and at no charge but had to turn back because the marooned Canadians wanted their government to rescue them regardless of the cost.

Perhaps that's understandable but it certainly was a case of well-intended voluntarism rebuffed and he should be recognized for his good efforts ... Congratulations to Major General H.R. Delmar (USA, Ret) on his appointment as executive secretary of the National Maritime Council ... Kudos to the Propellor Club of the United States for sending out public service announcements to television stations to inform the public about the merchant marine and the importance of its role in the economy and the national defense ... Congratulations also to Federal Maritime Commission Chairman Alan Green, Jr. and Interstate Commerce Commission Chairman Reese Taylor, Jr. for their concerted efforts to work together in determining intermodal transportation policies.

National Safety Council Makes Award to SCI Faculty Member



Ron Bohn, manager of hazardous materials for United States Navigation, Inc. and a faculty member of SCI's evening Roosevelt Institute of Maritime Studies was presented the National Safety Council's General Chairman's Award at its 68th national congress.

The award was in recognition of a paper Mr. Bohn presented to the congress on control procedures for the acceptance of hazardous materials and dangerous cargoes.

A 35 year veteran of the maritime transportation industry, Mr. Bohn has been a member of the Roosevelt Institute faculty since 1977 and has conducted its special seminars on hazardous materials since 1979.

At The Institute



Mr. Antonecchia (c)



Mr. Wolk Mrs. Reddington

More than 9400 Christmas packages were distributed to seafarers this past year according to Rae Keer, supervisor for Christmas-at-Sea. Mrs. Keer noted that in addition to the thousands of knitters involved in the project, some 325 volunteers helped to wrap and pack the gifts.

The Hon. Anthony D. Marshall, president of the Institute Board of Managers, has announced that Mrs. Anna Glen Vietor of New York City and Edgartown, Massachusetts and Mr. John Mackowski, president of the Atlantic Companies were elected members of the Board at its December meeting.

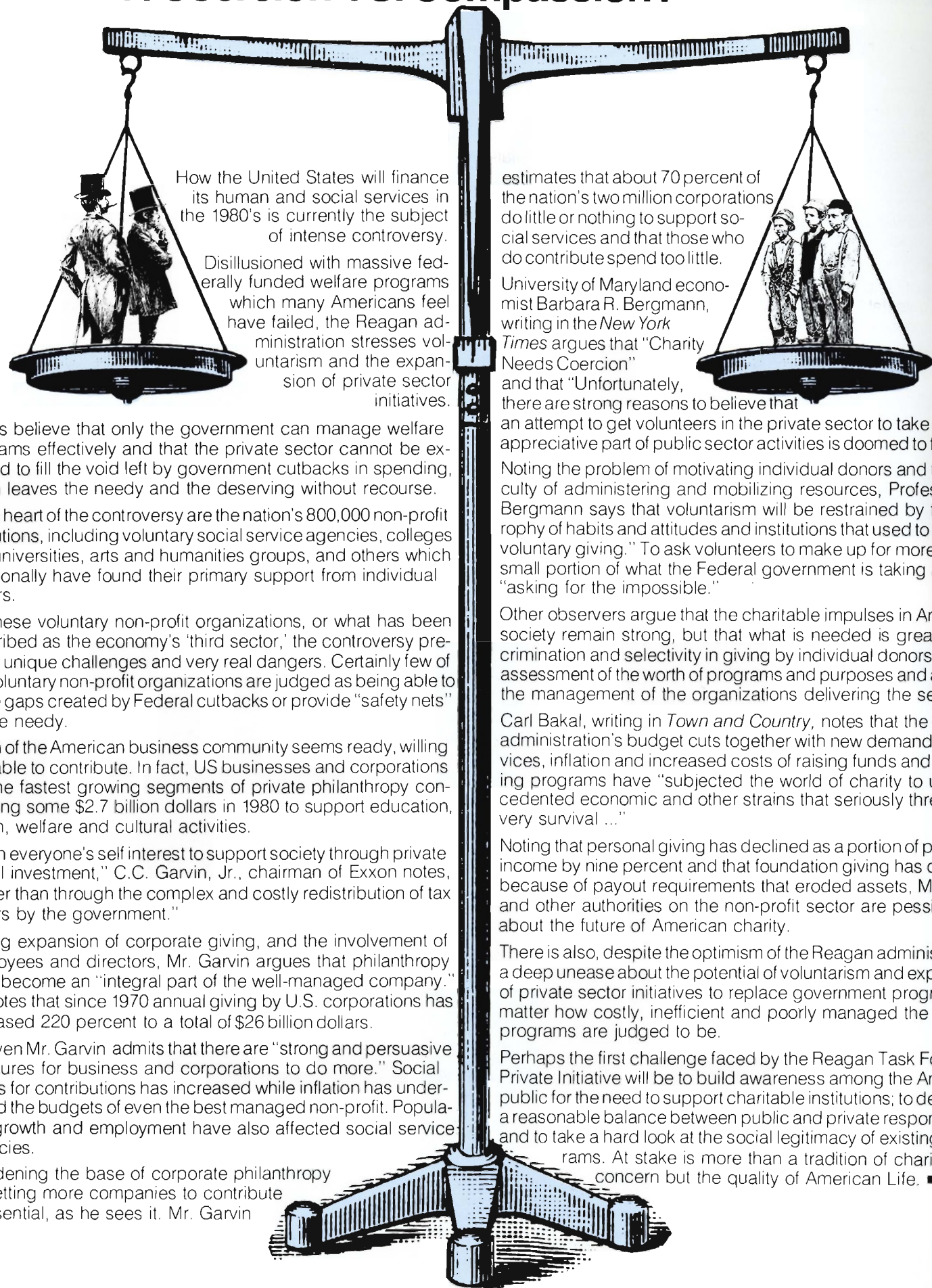
Representatives of 18 American and Canadian ports met at the Institute for the first workshop ever held on the Rights of Seafarers in American Ports. This four-day workshop was sponsored by the Institute via its Center for Seafarers' Rights in cooperation with the Apostleship of the Sea. A summary of the session's findings will be featured in the next issue of the Lookout.

Senior Engineering Instructor, Gilbert Antonecchia was honored at a recent reception marking his 30th year as a faculty member of SCI's Merchant Marine School. Mr. Antonecchia is considered by many seafarers to be the "dean" of marine engineering teachers and tutors.

The Women's Propellor Club of New York recently granted the Institute \$1000 dollars in support of SCI's Joseph Conrad Library. The club president, Mrs. Marion Reddington presented the grant to SCI librarian, Mr. Robert Wolk during the club's annual birthday luncheon which was held at the Institute.

At the time of his retirement, Mr. Alfred Fallon was recognized for his years of outstanding service in the Institute's hotel division. In addition, five other staff members were recognized for having not missed a day of work during 1981. They were Mrs. Oneida Vichella and Mrs. Ana Asch and Messrs. Egbert Bravo, Carlton Jones and Richard Meltner.

CHARITY: Coercion VS. Compassion?



How the United States will finance its human and social services in the 1980's is currently the subject of intense controversy.

Disillusioned with massive federally funded welfare programs which many Americans feel have failed, the Reagan administration stresses voluntarism and the expansion of private sector initiatives.

Others believe that only the government can manage welfare programs effectively and that the private sector cannot be expected to fill the void left by government cutbacks in spending, which leaves the needy and the deserving without recourse.

At the heart of the controversy are the nation's 800,000 non-profit institutions, including voluntary social service agencies, colleges and universities, arts and humanities groups, and others which traditionally have found their primary support from individual donors.

For these voluntary non-profit organizations, or what has been described as the economy's 'third sector,' the controversy presents unique challenges and very real dangers. Certainly few of the voluntary non-profit organizations are judged as being able to fill the gaps created by Federal cutbacks or provide "safety nets" for the needy.

Much of the American business community seems ready, willing and able to contribute. In fact, US businesses and corporations are the fastest growing segments of private philanthropy contributing some \$2.7 billion dollars in 1980 to support education, health, welfare and cultural activities.

"It is in everyone's self interest to support society through private social investment," C.C. Garvin, Jr., chairman of Exxon notes, "rather than through the complex and costly redistribution of tax dollars by the government."

Urging expansion of corporate giving, and the involvement of employees and directors, Mr. Garvin argues that philanthropy must become an "integral part of the well-managed company." He notes that since 1970 annual giving by U.S. corporations has increased 220 percent to a total of \$26 billion dollars.

Yet even Mr. Garvin admits that there are "strong and persuasive pressures for business and corporations to do more." Social needs for contributions has increased while inflation has undermined the budgets of even the best managed non-profit. Population growth and employment have also affected social service agencies.

Broadening the base of corporate philanthropy by getting more companies to contribute is essential, as he sees it. Mr. Garvin

estimates that about 70 percent of the nation's two million corporations do little or nothing to support social services and that those who do contribute spend too little.

University of Maryland economist Barbara R. Bergmann, writing in the *New York Times* argues that "Charity Needs Coercion" and that "Unfortunately, there are strong reasons to believe that an attempt to get volunteers in the private sector to take over an appreciative part of public sector activities is doomed to failure."

Noting the problem of motivating individual donors and the difficulty of administering and mobilizing resources, Professor Bergmann says that voluntarism will be restrained by the "atrophy of habits and attitudes and institutions that used to support voluntary giving." To ask volunteers to make up for more than a small portion of what the Federal government is taking away is "asking for the impossible."

Other observers argue that the charitable impulses in American society remain strong, but that what is needed is greater discrimination and selectivity in giving by individual donors, careful assessment of the worth of programs and purposes and a look at the management of the organizations delivering the services.

Carl Bakal, writing in *Town and Country*, notes that the Reagan administration's budget cuts together with new demand for services, inflation and increased costs of raising funds and managing programs have "subjected the world of charity to unprecedented economic and other strains that seriously threaten its very survival ..."

Noting that personal giving has declined as a portion of personal income by nine percent and that foundation giving has dropped because of payout requirements that eroded assets, Mr. Bakal and other authorities on the non-profit sector are pessimistic about the future of American charity.

There is also, despite the optimism of the Reagan administration, a deep unease about the potential of voluntarism and expansion of private sector initiatives to replace government programs no matter how costly, inefficient and poorly managed the federal programs are judged to be.

Perhaps the first challenge faced by the Reagan Task Force on Private Initiative will be to build awareness among the American public for the need to support charitable institutions; to determine a reasonable balance between public and private responsibility; and to take a hard look at the social legitimacy of existing programs. At stake is more than a tradition of charitable concern but the quality of American Life. ■

Airboats and Submarines

If you're bored with the usual means of water travel your prayers have finally been answered.

A Cocoa, Florida airboat firm has considered the changing needs of boating enthusiasts in producing their new line of flat-bottomed air-boats.

Constructed of aluminum or fiberglass, most of these boats are equipped with typical automotive engines, airfoil rudders, and a large propeller at their back.

Although airboats have an unusual appearance they're ideal for exploration and sport. Both environmental workers and fishermen find its flat bottom a welcome bonus in gliding into remote areas at easily adjustable speeds.

A growing audience is also captured by the boat's easy maintenance requirements. By using a direct-drive automotive power plant, the airboat can be serviced the same as the family car.

Though spacious enough to accommodate seats and fishing accessories, most models are also trailerable.

For the curious recreational boaters anxious for unexplored terrain, the airboat is the answer.

Not to be outdone, scuba enthusiasts can also look forward to two new mini-submarines on the market offering the ultimate in undersea exploration.

In Tulsa, Oklahoma, a DDV-300 wet sub (subject to atmospheric pressure) has been designed for the year 2000. The new model is equipped with professional instrumentation and has an operating range of two to eight hours. With its aircraft type steering controls, propulsion and variable ballast systems, the DDV-300 creates a calm mobile underwater workshop.

The K-240 one man dry sub (free from atmospheric pressure) is being marketed by a Maine company well known for its inexpensive designs.

With a maximum operating depth of 250 feet, a cruising speed of 2½ knots and external motors that can rotate through 360 degrees, the K-250 offers maximum maneuverability. And, for the operator who doesn't want to miss any of the action, a 16 inch diameter bottom-viewing port is provided.

Both subs are within an affordable price range for the sports diver and offer an unusual opportunity for any adventurer. ■

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Greater Newark Urban Coalition Visits Port Newark

Noting the millions of dollars invested in and generated through Pt. Newark/Elizabeth, NJ each year, Mr. Jack Farrell, president of International Terminal Operating Co., Inc. called on the membership of the Greater Newark Urban Coalition to help build awareness and support of the port by the larger New Jersey business community. Speaking before the first meeting of the Greater Newark Urban Coalition ever held in Pt. Newark, he pointed out that only through such broadbased business support could state and federal legislation benefiting the port; and, thus the region, be assured. Mr. Farrell joined three other port executives to outline for the Coalition the economic challenges and opportunities facing the port.

At the meeting, held at the Seamen's Church Institute's Port Newark Center, Mr. Ted Endreson, assistant manager of the

Port Authority's NJ Marine Terminals' emphasized that 70% of all the cargo entering the Greater Port of NY/NJ comes through Pt. Newark/Elizabeth. He also stated that statistics indicate that the greater port creates approximately 154,000 jobs and provides a personal annual income of approximately \$3 billion yearly. Within Pt. Newark/Elizabeth alone he noted, are 6500 permanent employees, 5000 tractors arriving daily, numerous warehouse employees and hundreds of other persons providing food, supplies, documentation and other services to the 2500 vessels arriving in the port annually. He added that Maher Terminal had just committed \$10 million dollars for a new container crane, that the Port Authority has allocated an additional \$3 million and that the construction of a new industrial development site is under consideration — all indicative of the NJ port's continued growth and vitality.

Recognizing the rising competition for business from other ports, including Canada, Mr. Gerald Owens, president of the ILA Local 1233 stressed that all labor interests and terminal managers in the port are working in concert to increase productivity both to protect existing business and to help attract more work to the port.

As viewed by Mr. Peter Keller, vice president of Corporate Information Resources for Sea-Land Services, the ability of business to utilize the full capability of the port in reaching worldwide markets has not begun to be realized. He pointed out that the state-of-the-art technology of the port together with good highway and rail links to the nation's interior plus interfacing air capability made possible by nearby Newark airport makes it both advantageous and incumbent for the state of New Jersey and the nation to utilize these assets. In doing so, he recommended increased exploration for export opportunities, the opening of more markets in the international marketplace and greater efforts to attract foreign investment. "It is essential," he asserted, "to make it understood that we have the assets, facilities and technology, and that they should be realized."

The Greater Newark Urban Coalition visited the port complex through an invitation from the Seamen's Church Institute to the Coalition's director, Mr. Leonard Coleman. Although individual members of the group have previously been to the port, it was the first official meeting of the Coalition there. ■



Rev. Whittemore Mr. Farrell Mr. Keller Mr. Owens Mr. Endreson

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Omission

In the December 1981 issue of the Look-out, the name of Betty M. Romer was omitted from her poem, Treasure Ship, which appeared on page 12. Our apologies.

Seamen's Church Institute of N.Y. and N.J.
15 State Street
New York, N.Y. 10004
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