

The LOOKOUT

April-May 1984



THIS ISSUE:

- Abuses Aboard Cruise Ships
- SCI President's Report
- Lighthouses of New York

Editor's Note:

As the year's second quarter gets well underway, congratulations are in order for the House Merchant Marine and Fisheries Committee. Under the leadership of Congressman Walter B. Jones (D-NC) with the able aid of fellow Congressmen Mario Biaggi (D-NY), Edwin Forsythe (R-NJ) and Charles Bennett (D-FL), to name but three, the Committee has made a concerted, bi-partisan effort to write significant new legislation benefiting the American merchant marine.

The Committee's work has resulted in the recent signing of the Shipping Act of 1984—which allows US flag carriers to compete more equally with foreign flag carriers not bound by US anti-trust restrictions. It has also won overwhelming approval in the House and sent to the Senate, a bill that more than restores to the United States Coast Guard the personnel and equipment cuts recommended by the Administration. This restoration of funds is particularly important at a time when increasing demands are being made on the Coast Guard for patrol, law enforcement and search and rescue.

Last but not least, the Committee has introduced bill HR 5220 which recognizes the importance of US ship building to the nation's security but which also seeks to award subsidized contracts only to those shipyards who come in with the lowest price on a given job.

Naturally no bill ever pleases everyone nor is any bill without its weak points. But this Committee's members are thoughtfully and purposefully seeking new ways to address old problems. They are to be commended on their work to date.

We would also like to commend to your attention three articles in this issue. One is on the International Underwater Contractors and its founder's commitment to the future of our underseas resources. Another is on what is being done to rectify persistent problems of seafarer abuse aboard some cruise ships; and the third is a special report on the past, present and future direction of the Seamen's Church Institute.

We also think you will enjoy the article on New York Harbor lighthouses by Frank Duffy, the Port's most ubiquitous writer.

Carlyle Windley
Editor

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The LOOKOUT

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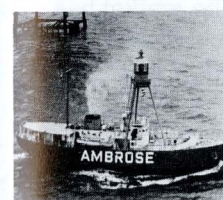
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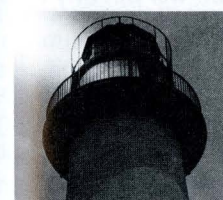
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IUC — A BIG COMPANY ON A SMALL ISLAND

by John C. Fine

It's hard to imagine a company with international operations that span the world from the North Sea to the Pacific nestled on a quiet street in City Island, New York. The community of about 160 shops and businesses and a resident population of some 5,000, is in many ways a small village in a maritime setting. Seafood restaurants, nautical boutiques and ships chandlers predominate. Sailboats and pleasure craft crowd the drydocks and boatyards around the island.

It is here in this nautical community, jutting out into Long Island Sound and connected to the rest of the Bronx by a small bridge, that an ex-patriot Frenchman founded one of the largest and most influential underwater technology companies in the world.

"We are the only school in the United States approved by the Department of Energy of the United Kingdom to train divers for the North Sea," said Glen Butler, the 31-year old director of International Underwater Contractors' wholly owned subsidiary, the Professional Diving School of New York, when describing just one aspect of the underwater empire built by Andre Galerne on City Island.



Mr. Andre Galerne



Diving under ice covered New York waters is but part of the training provided by IUC's professional diving school at City Island.

Born in Paris, Galerne began diving as a hobby in lakes and rivers in France in 1946. The young Frenchman studied aeronautical engineering, hoping to become a test pilot.

"After the war, France had no airplanes, no aviation, so there was no possibility for me in aeronautics," Galerne recounts his early career attempts. "We started spelunking. Diving in caves, a bunch of us. I saw the commercial potential in France, so started a cooperative with other young people to do underwater work," Galerne recalls, reflecting "that was my *Period Rose*, my sentimental period. We were young, we determined we would solve all the problems. I was president of that cooperative in France until 1962."

In 1959, Galerne expanded his work to Canada where he founded IUC. Three years later he moved to New York and began the company operations on City Island. Six years after arriving in the US, Galerne's company performed caisson dives to 1050 feet in 1968, which at that time was a world record. A year later they bought their first submarine and launched their deep ocean development program which has made IUC one of the leaders in the field.

"We are developing technology on three fronts," Andre Galerne explains. "Diving will continue to develop of course with practical limits for work at 600 feet in relatively easy seas. We

continue to use our manned submersibles, but manned submarines are losing their role to what I believe will be the *reigne supreme* in underwater technology, which is a hybrid apparatus—the remote controlled submersible—which can be manned or unmanned."

The President of International Underwater Contractors talks easily about politics involving the conquest of very deep oceans. "You see the politics of the United Nations multiplied by the reality of a depressed market in strategic metals. The market has now diminished the value of deep sea mining. The problem is political. In the world, 90% of metals, like rare chromium, are controlled by Communist countries or Communist sympathizers. The sea and space are two big territories. They that control the sea and outer space will win any type of conflict," Galerne says.

"The Russians who were never a maritime nation are in the process of developing naval and merchant marine resources in a way without precedent," he continues, describing his view of the importance of aggressive development of deep ocean technology.

In the North Sea, Galerne found that there was a need for an emergency recompression facility to treat diving accidents. As a result, IUC established the North Sea Hyperbaric Center in Aberdeen, Scotland.

"The reason for doing this," Glen Butler explained, "was the result of legislation in England and the North Sea operating countries such as Norway. We operate two drill rigs in the North Sea, and the Hyperbaric Center provides for transfers under pressure and advanced safety techniques."

The Professional Diving School was established on City Island in 1976 when IUC was unable to hire properly trained divers and dive tenders. At about this time, the US Navy Experimental Diving Unit was moving their headquarters from Washington, DC to Florida. As a result, they were selling the huge hyperbaric chambers used for recompression and deep sea pressure simulation.

"The equipment became available from the Navy at a reasonable price. If we had to install chambers like this new, the cost would be prohibitive and it would not be feasible," Glen Butler said, demonstrating the large control panels that regulate gas mixtures to divers inside the chambers.

The thick steel chambers can be pressurized, taking divers to a simulated depth of a thousand feet or more. Gas mixtures can be controlled and a complete artificial breathing environment established inside the chambers. One of Andre Galerne's innovations was the installation of a diving bell inside one of the large hyperbaric chambers. Water partially fills the large chamber and the simulator enables students to enter and leave the chamber in dive gear just as they would under actual working conditions.

"We have been able to drastically reduce the cost of this type of training," Butler said. "In the North Sea it costs \$17,000 for 8 weeks of training. The cost here at PDS is \$6000 for 13 weeks." Students, as part of their training, remain in one of the chambers at a simulated depth of 100 feet for one week, breathing a Nitrox gas mixture of 95% Nitrogen and 5% oxygen. While four students are in the chamber, the others work in shifts around the clock tending them and maintaining the simulated diving environment.

"By the time they get to this stage of their training, they may not like spending that much time in the chamber, but we know there will be no unmanageable situations," Butler said, describing the psychological stress of deep sea training and work. "That's the main reason for the high pay. The



IUC's diver rescue chamber complex in the North Sea.

psychological factors. In saturation diving everything happens very slowly. It is equipment intensive but it is very safe. Unlike a quick bounce dive from the surface where everything has to be done quickly," he added.

Saturation divers graduating from the school can average about \$600 per day working in the North Sea. "The law requires equal time off," Butler explained, "but there's a 5 month season in the North Sea so some divers instead of working a month on and a month off, go to work for another company and go back into saturation after just a couple of days off."

As part of the Diver Accident Network (DAN), the Professional Diving School receives Coast Guard evacuated diving accident victims for treatment at their recompression chambers.

"There are far too many silly accidents that occur on dive boats. With many of the area hospitals closing their recompression chambers, we are the only facility in the area. We have the ability to saturate somebody and go as deep as necessary. We also have the ability to treat them on commercial diving mixes rather than air," Glen Butler said.

A number of recent decompression accidents among sport divers emphasized the need for the City Island facility. One diver was brought in after a 40 minute dive to 85 feet. He was suffering from bilateral anesthesia, a paralysis of both legs. The diver was treated successfully.

"If somebody needs help we're ready and willing to do it, but it's very expensive. The Coast Guard wants us to install a helipad on our property to save time in transporting accident victims . . . I have knocked on many doors. Everyone likes to use the facility and send people for treatment, but they're not willing to put in a helipad. We will not refuse anybody, we might be able to lessen injuries here using mixed gas that would not be available in a traditional air only system," Butler said.

This problem was echoed by Andre Galerne, IUC's President. "We have treated two sport divers recently for decompression accidents. Cooperation with the Diving Accident Network means we have to be on 24-hour stand-by. I must have our personnel on alert and they have to have beeper systems. The divers we treated told us thank you very much, but were sorry they had no money to be able to pay

A diver finishes up a day's training in the Long Island Sound.



the \$800 that each treatment cost us. They had no insurance, so what can we do? The Coast Guard wants us to install a helipad. It will save at least 15 minutes in getting accident victims into the chamber since now they have to land in a school yard. Perhaps we can get some help on this problem. There is no licensing requirement in the US where part of the fee goes for diver insurance. This is becoming a costly problem for us. We want to be able to provide this service but think that those who will benefit from it should help fund the program in some way," Galerne said.

The 7.5 acre IUC complex on City Island is a complete contracting, deep sea diving, training and hyperbaric facility. Since 1976 some 275 students have been trained in their school and dramatic enrollment increases will

rapidly add to that number this year and next. Perhaps the company's success is due to the commitment of its founder Andre Galerne who says of diving, "It's the romance and adventure and excitement that pulls. Plus the solid satisfaction of doing something worthwhile that only a handful can do. And, of course, the good money. It's all there. I know. After the war I hooked up with Captain Cousteau and started on my life's work. In a jiffy I was as stuck on diving as a limpet on a rock."

From rubber wetsuits to 8,300-foot deep diving submersibles, City Island's IUC has grown with the demand for ocean technology. That growth has been due to the vision and ingenuity of its founder whose success is based on his sincere belief that "the future of mankind hinges on our success in the sea."

LIFE IN PORT

Only now is the maritime industry recovering from the brutal pounding of a decade of recession. And for the Port of New York and New Jersey, it has been a steady uphill battle to win and keep business in face of fierce national and Canadian competition.

But shipping is up in the Port, new labor contracts have been negotiated; and in spite of nettling problems still remaining, it appears that the storm clouds are passing.

For the Institute's chaplains at its Seafarers' Center in Port Newark, the time has been both one of steadfast commitment to seafarers and port personnel, and of learning about the sometimes harsh realities of port life.

As pastors, these priests are in constant contact with seafarers and port workers every day. From them, they gain perspective on the issues facing the larger maritime industry and the Port of New York/New Jersey in particular. It is in their caring for the larger port community that they express both their advocacy and concern.

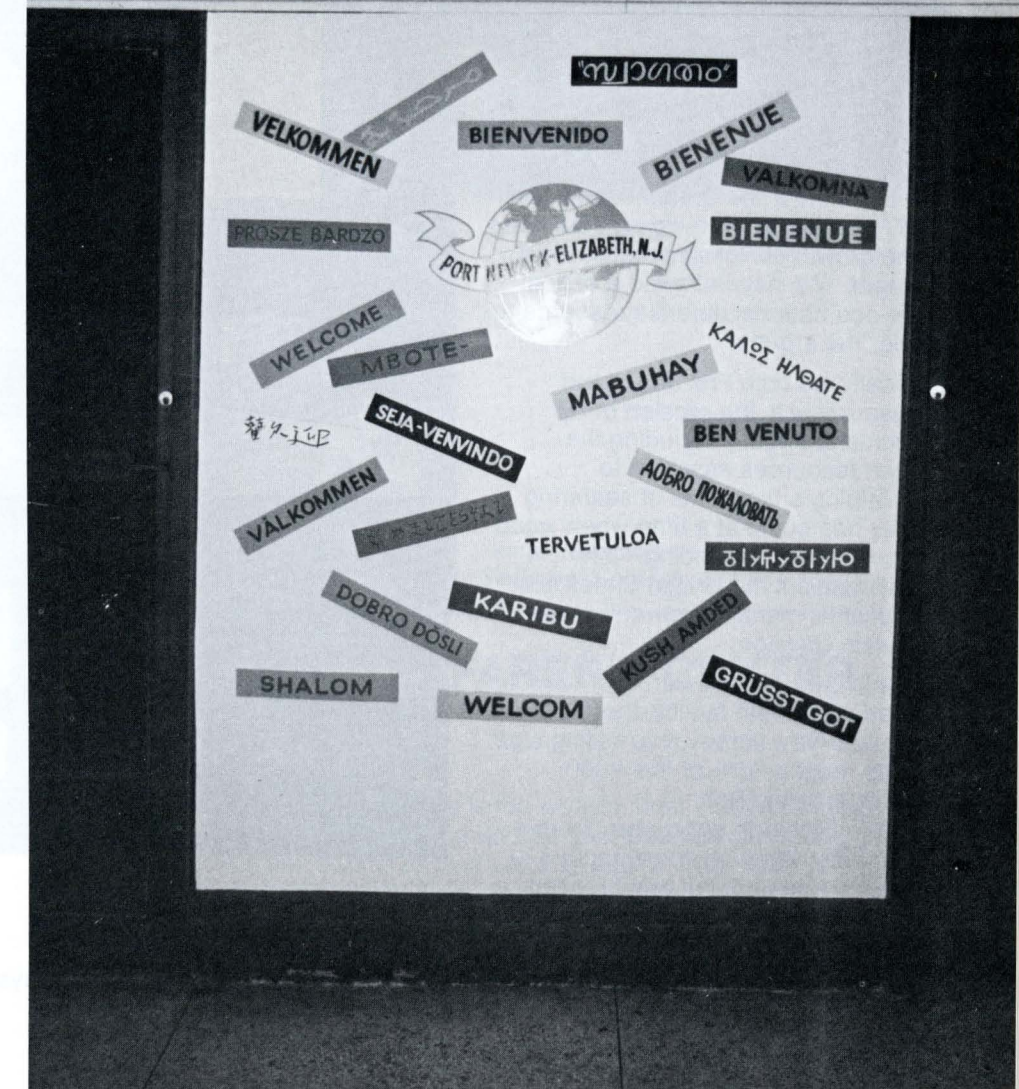
For instance, as Father Neale Secor, SCI's Port Missioner in New Jersey, is quick to point out, "The port complex represents \$9 billion in revenue and 154,000 jobs. The port and its maritime capabilities are vital to the prosperity of the northeastern United States."

Despite this, Fr. Secor notes, "Recovery from recession has been slow. Some terminal operations at Port Newark have been closed. Other companies have moved to Philadelphia. The spectre of unemployment still confronts too many qualified seamen and longshoremen.

"Can breakbulk business survive in the port?" he asks. "Can labor costs be contained? Dockside labor is higher here than in other American ports and higher than competitive Canadian facilities. The issue of through intermodal rates also is important to the future of this port," he contends.

Economic dilemmas facing the port also affect the skilled shorebased and seagoing personnel who make the port and the maritime industry tick. "We daily see the affects of unemployment, individual uncertainty and concern with the future," Fr. Secor observes.

WELCOME TO SEAMEN'S CHURCH INSTI



The Welcome Board in the entrance hall of SCI's New Jersey Seafarers' Center greets visitors in 26 Languages.

"It's a continuing paradox," The Reverend George Dawson, Senior Port Chaplain notes. "Foreign ships arrive which are well managed and crewed. They often represent the epitome of new ship design, application of computer technology, and skilled officers and crews. Yet where are the United States ships? Do we have a viable merchant marine?"

Chaplain Dawson who has served as a ship visitor for a decade, notes the deterioration of the United States' rank as a merchant power. He contrasts this to the growth of Russian maritime strength. "We have allowed a critical trade and national defense resource to erode," he argues.

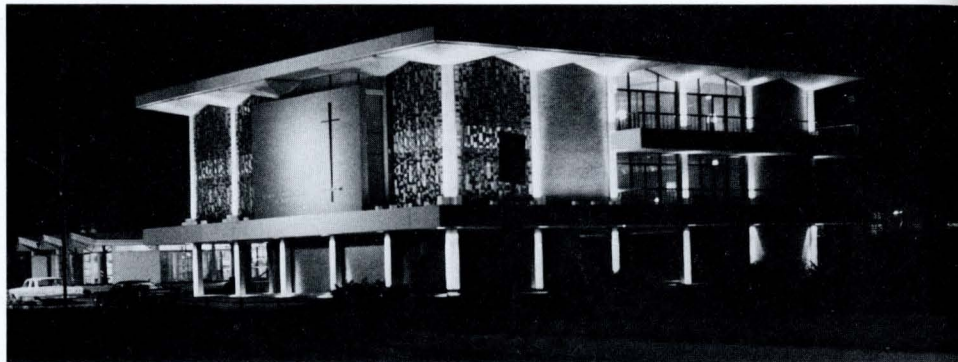
Ironically, as both Frs. Secor and Dawson view it, the erosion of US maritime strength—including the human resources essential to maintaining a high level of seafaring skills—has come at a time when world trade is rapidly expanding. "It is questionable if the United States is a competitive maritime power," says Chaplain Dawson.

Operating from SCI's Port Newark/Elizabeth facility, the Institute's New Jersey shipvisiting staff boards roughly 90% of the 4,000 vessels entering Port Newark/Elizabeth each year. From a Communist Chinese containership to scores of Panamanian and Liberian registry vessels they observe daily the changes in the world's maritime industry, in what is today the largest containership port in North America.

"As a port, we must all continue to promote our geographic advantage of being the best equipped containership port closest to Europe," emphasizes the Reverend Barbara Crafton. A recent addition to the Institute's staff of Chaplain/Ship Visitors, and the first ordained woman to hold the position, Mother Crafton is concerned that the impact of technology and drive for operational efficiency is overlooking the human equation.

"Crews are in port for only a few hours, but at sea for weeks," she observes. "The ships are bigger. The crews smaller. Less than 25 men crew the newest ships. The impact of this on men, separated from their families and under the constant strain of such a hazardous profession are formidable. These seafarers need the support, comfort and human contact which the Institute provides.

Chaplain Dawson prepares for his daily round of shipvisiting.



SCI/New Jersey

"The seamen I've encountered are reflective, gentle, studious, and always courteous. They are not the tattooed roughnecks ruled by a macho ethic that I believed them to be before I came to work here. Unlike 'landlubbers', they spend a great deal of time alone, on-watch or off-duty. They are readers, philosophers and observers of the human condition," she reports.

The staff at SCI Port Newark/Elizabeth see themselves not in the boondocks of a seafaring ministry but at the very frontier of international communications. "Foreign seamen are curious about why the Institute exists," Chaplain Dawson comments. "They see little comparable concern in their own countries—either with seafarers or with the shorebased personnel. In that sense we are unique, reflecting not only the values of our ecumenical mission, but of America's and the Church's concern with the individual's fate."

With a staff of ten, the Port Newark Seamen's Center is now entering its twenty-third year. Working closely with the Port Authority, maritime companies, terminal operators and unions, the facility alone serves more than 40,000 visitors a year with a diversified program including special events, food services, recreation, in-port transportation for seafarers, daily chapel services, personal and professional counseling, overseas telephone and mail facilities. "If there is a 'social' center to the port it is here," Fr. Secor notes.

"The support of the New Jersey community including business, labor, civic and church groups has been noteworthy," he says. "Our mission to seafarers and shorebased port personnel has gained steadily in recognition. In turn, this has increased public awareness in New Jersey of the contribution the port and seafarers make to the state economically.

"Despite its current problems, the port has enormous vitality and strength. Not just in its facilities and plant—but in its leadership and in its people. Managing a port of this size and complexity demands skills which have to be nurtured," he says.

"Port Newark/Elizabeth offers shippers unmatched facilities, including an expanded foreign trade zone. A new distribution center, for example, was recently opened which will handle more than 5 million boxes of bananas and provides more than 100 new jobs," says Mo. Crafton.

"The port's facilities and services are excellent. Our intermodal capabilities are unmatched as are the skills of the personnel."

As Fr. Secor sees it, "The port and the maritime industry need a constituency, and unanimity on key issues—if its potential is to be fulfilled.

"The Seamen's Church Institute," he says, "is helping individuals cope with a hard, demanding job. At the same time we are trying to help bridge some of the gaps between institutions and private interests which will make for a stronger port."

Will the economic upturn take hold in the port? The Chaplains believe it will, but if the port is to have a long-term future and to share in the growth of world trade, much more must be done. "If we fail, the consequences will be lost jobs, shattered careers, and eroded skills essential to maritime and port growth. For the region it will mean a lost tax base, expanded unemployment rolls, and bankruptcy for once strong companies," says Fr. Secor.

"What is needed is imagination by the region's leaders to address the real problems of the port and the maritime industry," he concludes. "Special interests must learn to communicate, and cooperate with one another." ■

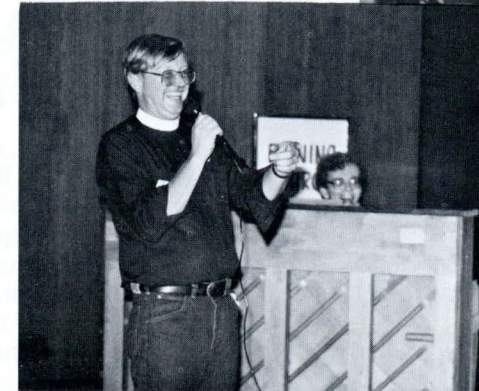
G. Dooley



Mrs. Crafton



Mother Crafton visits Portuguese seafarers aboard ship during their brief stay in port.



Father Secor MC's Seafarers' Cabaret.

WHAT IS THE SEAFARER'S CENTER ALL ABOUT?

Today the Seamen's Church Institute is the world's most comprehensive seafarers' service agency. It has a proud 150-year tradition and a bright future. But what is it that makes its Seafarers' Center in Port Newark particularly relevant in a high-tech age of spacecraft and computers? What's its bottomline?

"Hospitality to the stranger is a consistent duty," SCI's Barbara Crafton notes. "In scripture it was nothing spicier than the shirking of the obligation of hospitality which leveled Sodom and Gomorrah."

The Rev. Crafton, who teaches part-time at Union Theological Seminary, says that, "Welcome to the one unknown to you, who may even be your nominal enemy, is a teaching of Christ." She quotes the Apostle Paul: "Now, therefore, you are no longer strangers and foreigners, but fellow citizens with the Saints and the members of the household of God."

In addition to the theological roots of service, there are also roots in American history and the faith of a free people. "The Institute and its Center in Port Newark is an oasis for the tens of thousands of men and women serving the port," the Rev. Neale Secor notes. "We are 'ambassadors' for the United States: for a free, democratic society in which the individual is treasured."

Barbara Clauson, the Manager of the Port Newark Center, observes that, "Frequently the seafarers' contact with the staff and volunteers is the only impression they receive of the American people. Whether they are Moslems, Buddhists or Communists, the impact is telling. They see in our presence and actions, a concern with individuals which surprises more than a few of them." And, she adds, "perhaps builds bridges between divergent nationalities and conflicting political or religious beliefs."

In an age of high-tech, the Seamen's Church Institute seeks to provide an essential dimension of service . . . the affirmation of human values as well as the dignity of the individual in our society.

A REPORT FROM THE HON. ANTHONY D. MARSHALL, PRESIDENT OF THE BOARD OF MANAGERS TO THE 1984 ANNUAL MEETING OF THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK & NEW JERSEY

One hundred and fifty years ago changes involving communications were taking place which affected people as much then as we believe changes taking place now affect us. The Black Ball Line had been offering regular transatlantic service using fast, sail ships between New York and Liverpool since 1816. In 1819 the steamer *Savannah* crossed to Liverpool, chiefly under steam. In 1826 the first all-steam crossing of the Atlantic was made by the Dutch steamer, *Curacao*. In 1836 John Stevens introduced the screw propeller. Samuel Morse developed the first practical electric telegraph in 1832 and transmitted his first telegraphic message over a line between Baltimore and Washington in 1844.

People were communicating faster than ever. People (and cargoes) were traveling faster and in greater numbers. This meant more ships, more seamen.

The Seamen's Church Institute has always moved—literally and figuratively speaking—to meet the needs of seamen wherever its presence has been required.

On the Society's sesquicentennial, there are two points which I wish to make in my report to the Board. Both relate to the subject of change. SCI has undergone constant change in both the performance of its tasks as well as in its specific geographic coverage. Its basic motivation, which is religion, and the educational, cultural and social tasks which it has performed, has not been altered. However the methods by which they have been performed *have* been influenced by the changes which have taken place in New York, resulting from a change in the needs of seamen.

Let us examine both the history of SCI's geographic coverage as well as its tasks.

Lower Manhattan, in the early 19th century, because of its extraordinarily well-structured harbor, became a major port, full of vitality and competition. In mid-century the conflict arose between sail and steam. In 1840 Cunard's *Britannia* set records. By 1850 an American, E. K. Collins, built four large steamships, the *Atlantic*, *Pacific*, *Baltic* and *Arctic*. The *Atlantic* could reach Europe in 11 days.

It was evident that seamen needed help as they came ashore, for they were being taken advantage of in every manner possible. To this end, our Society saw its beginning in the formation of the Young Men's Auxiliary Education and Missionary Society on March 6, 1834. On April 12, 1844 the name was changed to the Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York. By the name it was recognized that seamen needed help on land as well as the sea. From a suggestion made by a member of the Board of Managers, Admiral Alfred T. Mahan, the next name change on April 5, 1906 was to the Seamen's Church Institute. To which we later added, "of New York," and, in 1978, "and New Jersey."

Just what was it that attracted seamen to the First Floating Church when it held its services beginning in 1845 at Norman's Wharf in the East River at the foot of Pike Street? It provided



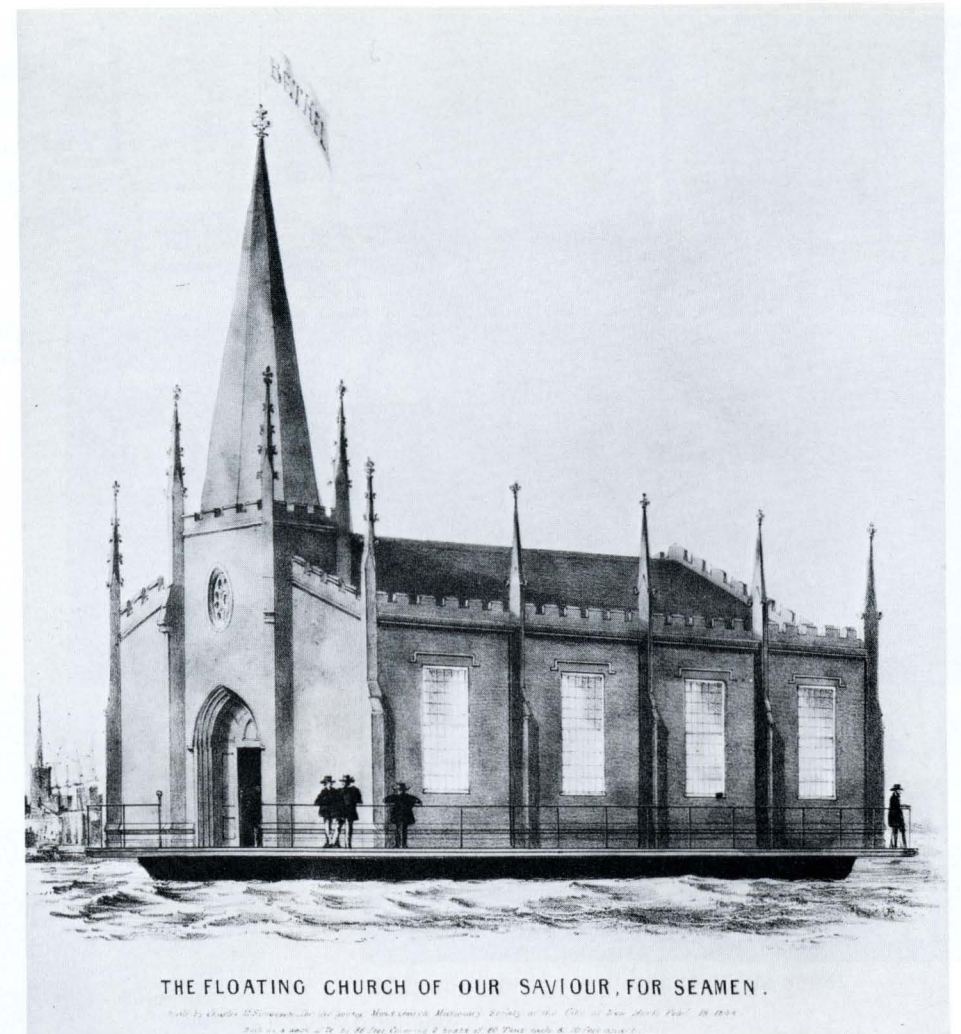
Mr. Marshall

a place for worship, a harbor for seafarers on their unnatural environment, land. But their spirits were lifted by the sound of the organ, and the singing of hymns. Prayerbooks exclusively for seamen were prepared and Chaplain Samuel Parker, the Society's first director, distributed them in his visits to the fifty docks along the East River. Chaplain Parker said prayers aboard ships before they left on their long, taxing and frequently perilous journeys. Hungry for books to read, a lending library was established in 1846 for seamen, with one hundred volumes. Seamen also thirsted for education. When he became Superintendent of the Society in 1896, the Reverend Archibald Mansfield set up a program for apprentices. It was during the 1880's that legal problems of seamen received the special attention of the Society, particularly the plight of seamen at the mercy of crimps who fleeced them of their earnings. Also helped were shanghai'd seamen, and SCI aided in the fight for legislation against imprisonment for desertion.

In the 1880's the Society went so far as to act as an employment bureau. From 1851 to 1918 the Society arranged for the burial of seamen who died ashore in New York without funds. They were buried in a large plot in Evergreen Cemetery in Brooklyn. In 1869 a mailing service started, with seamen able to pick up their mail when returning to New York. In the same year a reading room for seamen contained English and foreign-language newspapers and periodicals; a full-fledged modern library did not materialize until 1934.

Does all this sound familiar, current? It should; for, with modification and development, it is what SCI is doing today.

While the basic hope that faith in God serves as a strength to those facing perils at sea, and that SCI's environment and work provides such comfort, the religious emphasis of the Society has changed. Not that it has become more pragmatic, for certainly Chaplain Parker's work was very much down to brass tacks. Our Chapel is less crowded than our instruction classes. There is a greater requirement to feed the mind, not only comfort the soul. The crimps of New York have disappeared—or at least have gone inland to tackle different targets, and seamen are no longer shanghai'd—or at least not in the manner to which they had become fearfully accustomed. Seamen's needs and seamen's rights are very much a concern of today's SCI. Perhaps even more so than in 1834 for, while the structure of protecting seamen has become formalized, abuse of seamen still exists. Doctor Mansfield's apprentice program grew into SCI's establishment of a full-time Merchant School, and—later, the Roosevelt Institute, the Radar School, and instruction in fire fighting.



THE FLOATING CHURCH OF OUR SAVIOUR, FOR SEAMEN.

A main task of SCI today, as always, is ship visits, going to where the ships are docked. They are no longer packed-in along the Manhattan and Brooklyn waterfronts. The container revolution in 1957 killed shipping business for these areas, principally because they lacked railway facilities. It was Ports Elizabeth and Newark that grew into a gargantuan container port.

To see how mobile the Society has been in its coverage of the waterfront, I will recall for you briefly a history of our headquarters and homes. The Society's first home in July 1843 was at Pike and South Street, which Chaplain Parker rented for \$200 per annum. His own salary was \$700 per annum. In 1850 the Society established a Sailor's Home at 2 Carlisle Street, and later moved it to 107 Greenwich Street. Clothing and meals were provided free, and a banking service was started. Not large enough to meet requirements, a new Sailor's Home was opened in October 1854 at 338 Pearl Street, providing accommodation for 75 men. In 1859 the house at 34 Pike Street was opened to serve as a mission and to provide a reading room and lecture room. In 1878 the Society rented a three-storied building at 90 Barrow Street which, in turn, proved inadequate, and led to the purchase of property at the south corner of Houston and West Streets for the Society's North River work. In 1904 the Society opened a branch in Brooklyn at 42nd Street and First Avenue near Bush docks. In 1906, 34 Pike Street was sold; and, in 1907, Old Market Street Sailor's Home was sold.

On April 16, 1912, the cornerstone of 25 South Street was laid, and on May 28, 1913, SCI moved from its previous location at 1 State Street to 25 South Street, where dormitory beds cost twenty-five cents per night. In 1968 we moved to our present headquarters, 15 State Street.

If this recollection of our moves seems somewhat overwhelming and perhaps even tiring to hear, then I have accomplished my purpose. As we now consider the future of 15 State Street and the possibility of moving to new headquarters, we can be reassured that we are doing no more than what has been done in the past: we are adapting our action to the purpose for which we were originally organized. As we sit here today, looking out at the harbor, we must be constantly awake to the elements of change and how to meet them, head on. It has been that precise task which SCI's Executive Committee and Real Estate Committee, working in parallel with the thinking of the management, has and is doing.

With changes in New York's waterfront; the influence on the Maritime Industry first by steamships, then containerization, and a shift away from ships flying the US flag; with other facilities providing services once provided by our Society, we must anticipate the needs of tomorrow's seafarer and adapt. We are, and we will.

February 16, 1984



Seafarers in the reading room at 34 Pike Street (1859-1906)



Seamen's Church Institute at 25 South Street (1913-1967)



The Institute's Breakwater Hotel at 19 Atlantic Avenue, Brooklyn (1907-1913)



SCI's current headquarters at 15 State Street.

LOOKING AHEAD

As the adjacent map indicates, weighing anchor and moving to another berth is not new to the Institute. As we enter our 150th year and look to the future, all indications are that it is time to do so again.

Our current State Street building no longer meets our programmatic needs and the steady de-centralization of shipping along the entire 750-mile port waterfront requires our restructuring the Institute into a highly flexible and mobile organization.

As part of this process, we are examining a number of possible relocation sites, and, at the same time, considering proposals on the possible sale of the 15 State Street property.

These considerations will in no way interfere with our day-to-day operations and services to seafarers in Manhattan—including our maritime education component or our Seafarers' Center in Port Newark. We will keep you informed of our progress and plans in the months ahead, and are certain that you will be pleased with the results.

WORKSHOP PLANS ACTION ON "LOVE BOAT" ABUSES

by Frank H. Joyce

"A SEMINAR IN MIAMI next week will focus on something most people think ended in the 19th century: systematic mistreatment of seamen by ship operators...We wish good fortune to the conference, its sponsors and its participants."

(From an editorial in THE JOURNAL OF COMMERCE, January 6, 1984.)

Even without the television program the LOVE-BOAT, it would be hard to find an enterprise more steeped in glamour than the cruise ship business. Like perfume, it ranks high in offering the essence of luxury and romance.

And it stands out as a prosperous and growing segment of an otherwise depressed industry.

But there is another, seamier underside to cruise ships. It is found below the pleasant passenger decks where thousands of men and women do the work that makes the journey relaxing for the passengers. Hard work. For long hours. Often under unsanitary and oppressive living and working conditions.

All too often for very low pay—as low as 50¢ per hour for 16 hours of work per day, seven days a week.

Not surprisingly, the majority of the workers most exploited in the labor intensive cruise ship industry come from some of the world's most impoverished countries such as Haiti, the Philippines, South Korea and Bangladesh.

It is important to note that *not all* cruise ship lines impose harsh conditions on their seafarers, but a growing number of abuses have been documented.

Except for the seafarers themselves, and the maritime trade unions, no one grasps the problem better than the port chaplains of all denominations who have regular, if all too fleeting, contacts with the crew members during the few hours the ships spend in port embarking and disembarking their vacation "cargo."

It is the chaplains who regularly see the lack of recreation time and facilities and hear the complaints about



Bishop Rene Gracida, National Episcopal Promoter of the Apostleship of the Sea calls for a consumer boycott, if necessary, to bring to the public's attention the seriousness of the problem.

substandard, inadequate and alien food, disregard for cultural, religious and language differences, overcrowded living quarters, long hours and draconian disciplinary practices.

And like workers with problems everywhere, seafarers face not only the difficulties deriving from their wages and working conditions, but the consequences of reprisal if they complain or protest.

In one of the most significant and widely publicized incidents, 240 Honduran seafarers dramatically discovered those consequences in April of 1981. Crew members of the Panamanian registry, *Carnivale*, went on strike to protest the unconscionable firing of several of their crewmates while the ship was docked in the Port of Miami. They were soon joined in a sympathy strike by the crew members of the *Carnivale's* sister ship the *Mardi Gras*.

Their work stoppage was brought to an abrupt and, according to many observers, brutal end when following their being fired by *Carnivale* Cruise Lines, they were summarily declared illegal aliens by the US Immigration and Naturalization Service (INS). Then, according to the MIAMI HERALD account published at the time, they were "...escorted—and in some cases carried bodily—off their ships by 35 armed Wackenhut security guards. The sailors were then taken to Miami International Airport aboard five tour

buses and deported to Honduras by chartered Air Florida planes." Fifty riot-equipped Miami police patrolled the docks during the forcible removal.

Even mild, individual action or infractions such as "improperly" entering passenger areas of the ship can be met with repressive reactions ranging from monetary fines deducted from paychecks without explanation, to physical abuse by superiors, to being put off the ship in a port thousands of miles from the crew member's home and forced to pay one's own repatriation.

Moreover, many seafarers report having to pay as much as \$2,000 dollars to a "manning agent" to get their jobs in the first place, although this is patently illegal by several international and flagship state laws and conventions. Needless to say, what is promised in the "recruitment" process is far different from the reality on board the ship. And bad as conditions may be, the pool of potential recruits is virtually limitless because of the desperate economic conditions in many third world countries.

In 1982, chaplains from several denominations attending a session of the Apostleship of the Sea at the Vatican realized that the abuses of seafarers on cruise ships were not disappearing of their own accord, but rather, were on the increase. Hence they conceived the idea of a seminar to consider courses of action.

Subsequently, the Rev. James R. Whittemore, Director of the Seamen's Church Institute, committed the Institute to formal sponsorship and major organizing responsibilities for the workshop through its Center for Seafarers' Rights, directed by Dr. Paul Chapman.

From the outset, an effort was made to secure equal participation from all parties concerned: church sponsored seafarer agencies, labor, owner/operators and the flagship states of Panama, Liberia and the Bahamas.

The Caribbean Council of Churches and the International Council of Maritime Agencies joined as co-sponsors. Representatives of the major flagship states agreed to speak and some shipowners indicated they would attend.

Miami, as the center of the cruise ship industry, was selected as the logical site for the seminar.

The turnout for the January meeting was impressive and gratifying, quantitatively and qualitatively. More than 90 men and women representing a cross section of clergy, labor, and academia from Europe, North America and the Caribbean attended, as did representatives of US government, the Miami Port Authority and maritime recruiting services. Under the co-chairmanship of Captain Mols Sorensen, President of the Danish Mates Union and Father Whittemore, the group worked intensely for three days analyzing the problem and prospects for reform, including the responsibilities of owner/operators for the abuses of concessionaires supplying services aboard their ships.

Among the speakers were Roman Catholic Bishop Rene Gracida, National Episcopal Promoter of the Apostleship of the Sea; the Rev. Bernard Krug, General Secretary, The International Christian Maritime Association; Mr. Ake Selander, Assistant General Secretary, International Transport Workers' Federation; Dr. Aslaug Hetle, Work Research Institute, Oslo, Norway; Prof. Dennis O'Connor, University of Miami Law School; Mr. Wayne Harewood, former seaman from the *Britanis*. Participants come from the Merchant Marine Committee of the US Congress, Caribbean and European labor unions, and foreign maritime governments.

Despite advance promises to the contrary by the shipowners and the major flagship states, only the

Liberians participated via Jeremy Smith, General Secretary of the Liberian Ship Owners Council and Dr. Frank Wiswall, President and Chief Counsel of Liberian Services Incorporated.

According to Center for Seafarers' Rights director, Paul Chapman, the other flagship states, shipowners and their organizations, "responded more with apprehension than enthusiasm."

In boycotting the meeting, they may well have "missed the boat." The consensus of most conference participants clearly seemed to be that the Liberian representatives made a significant contribution to the deliberations.

Fundamentally, however, the absence of most government and owner representatives posed the central underlying issue of the workshop. What is the cruise ship industry's will and ability to police *itself* in correcting the abuse of seafarers?



Dr. Paul Chapman (c) is joined by Mr. Allen C. Scott—executive vice-president of the International Organization of Masters, Mates & Pilots and Mr. Patrick J. King—Boston representative of IOMMP during a tour of the Port of Miami, the cruise ship capitol of the world.

As Dr. Chapman explains, "It's not really our issue alone. We're not the negotiators nor the ones to decide if things are better. We'll know from the seafarers if and when things have improved."

The conclusion? Clearly, if owners and appropriate government authorities have either the will or the ability to do so, they have ignored and squandered every opportunity to demonstrate it thus far. So, in its final sessions, the conference, which had forged itself into a formidable ad hoc action coalition, voted to "up the ante." Resolutions passed included:

- the adopting of a draft of a comprehensive "CODE OF GOOD EMPLOYMENT PRACTICES ON MERCHANT SHIPS."
- noting that several countries, particularly the Bahamas and Panama have failed to enforce their maritime law and calling upon all flag states to strengthen their enforcement procedures.
- offering support and encouragement to the AFL-CIO in their legislative efforts to improve conditions on cruise ships engaged primarily in United States trade.

Finally, and perhaps most significantly, in the resolution passed with the most spirit of all at the suggestion of Bishop Gracida, the participants voted to emulate the consumer boycott tactics of the migrant farmworker movement, if necessary.

The initial focus is to be on the owners of the Chandris Line, operators of the *Britanis* and *Victoria* cruise ships which have been the object of frequent allegations of abuses of seafarers.

Under the leadership of the Seamen's Church Institute and its Center for Seafarers' Rights, correspondence has been initiated with not only Chandris but other lines as well urging them to obey the laws of the flagship state under which they operate. Subsequent meetings held with the owners indicate that they are sensitive to the problems and will seek to improve employment conditions upon their vessels.

In the final analysis, the willingness by the conference participants to implement a consumer boycott made it clear that they were aware that media exposure and public pressure are among the most formidable weapons in dealing with an "image conscious" industry. Following the conference, articles have begun to appear in the trade and religious press and others are filed for publication.

The question now is, will the more responsible shipowners recognize the peril to the entire industry of unfavorable publicity and consumer action... including boycotts of the worst offenders? If so, will they be successful at imposing improvements in the practices of those frequently cited? Conversely, will those worst offenders perceive the potential danger to themselves and the rest of the industry—not to mention the continuing mistreatment of the crew members—sufficiently important to take corrective action?

It won't take long to tell, Church and union leaders will be looking to the seafarers themselves for a signal that things have improved on-board the ships.

As Dr. Chapman explains, "It's not really our issue alone. We're not the negotiators nor the ones to decide if things are better. We'll know from the seafarers if and when things have improved."

And if swift reform is not forthcoming, Fr. Whittemore left no doubt in the minds of conference participants that the Seamen's Church Institute is

determined to lend its resources to leading the ad hoc coalition in informing, arousing and organizing public sentiment.

It won't be the first time. A similar commitment was basic to the founding of the Institute 150 years ago.

Mark Twain also understood that commitment when, in a slightly different context he observed in FOLLOWING THE EQUATOR:

"Captain Wawn is crystal clear on one point: He does not approve of missionaries. They obstruct his business. They make "Recruiting," as he calls it (Slave-Catching, as they call it in their frank way) a trouble when it ought to be just a picnic and a pleasure excursion. The missionaries have their opinion about the manner in which the Labor Traffic is conducted, as about the recruiters' evasions of the laws of the Traffic, and about the Traffic itself and it is distinctly uncomplimentary to the Traffic and to everything connected with it including the law for its regulation." ■



Captain Mols Sorensen and Father Jim Whittemore co-chair an afternoon general session at which reports from the day's various workshops were given.



One of the many seminar workshops held to deal with specific problems seafarers face aboard some cruise ships.

RECOMMENDED READING

THE GUINNESS BOOK OF SHIPS AND SHIPPING FACTS & FEATS

by Tom Hartman
Sterling Publishing Co., Inc.
New York, NY
Hardcover, Illustrated
254 pages, \$19.95 in USA
(\$24.95 in Canada)
ISBN 0-85112-269-8

In typical Guinness fashion, this book is a feat in itself. More than 1000 ships; 600 proper names together with brief descriptions of the events which made those ships and men worthy of note are enjoyably packed within its covers. Even the world port maps used as endpapers are of interest and use.

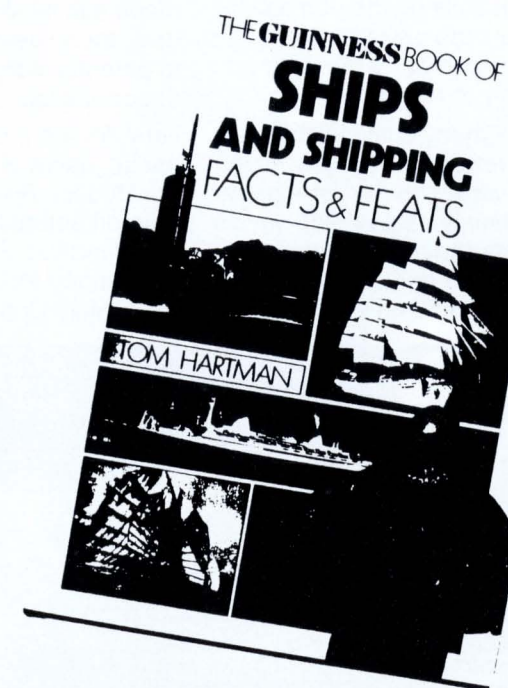
Naturally the "first" and "worst" are the most common criteria for entry; but the history of shipping from 2700 BC to the present day is admirably covered.

For the adventurer, the opening section on exploration and opening up the seas will win favor. For the military minded there is a well chronicled section on warships and warfare; and for the trade and transport buffs there is a comprehensive section ranging from clipper ships to passenger liners—including a listing of Blue Riband winners and major disasters.

Each section is profusely illustrated with approximately half of the pictures in color. The type is large and easy to read and the book is well indexed for easy reference.

As a bonus there are two appendices covering nautical terms and types of ships and boats (though the latter is weak in defining current merchant vessels). In spite of this, the book is a most useful compendium and a welcome addition to any nautical library.

The book is available for the cover price plus \$1.25 for postage and handling from the Order Dept., Sterling Publishing Co., Inc., 2 Park Avenue, New York, NY 10016.



DR. COHEN'S HEALTHY SAILOR BOOK

by Michael Martin Cohen, M.D.
International Marine Publishing Co.
Camden, ME, Hardcover
247 pages, \$14.95 in USA
ISBN 0-87742-166-8

With all the current emphasis on keeping fit, a "healthy sailor book" should come as no surprise. Fortunately this book is much more than a fitness or first aid manual—though adequate attention is given to both.

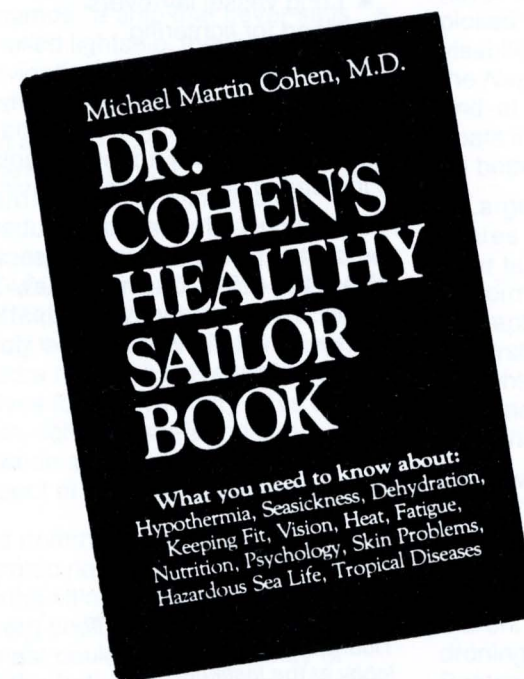
Rather, the book helps the sailor understand how the human body functions or malfunctions in a marine environment in order that potential health problems or accidents can be anticipated and preventive steps taken to avoid them. In gist, the book deals with the cause, prevention and treatment of health problems likely to occur while sailing.

Two chapters of particular interest are Cold Weather Sailing which includes an extensive discussion of the causes, prevention and treatment of hypothermia; and Sleep, Fatigue and Performance at Sea which explains the various factors at sea that affect the human time keeping machine and subsequent physical performance.

The other chapters, including those on seasickness, heat and dehydration, sailor's skin and sailing nutrition, give a wealth of useful information. And, the chapter on hazardous sea life includes an excellent and simple procedure for treating jelly fish stings.

While the book is useful for anyone who sails, it is especially recommended to skippers who are concerned about the health, proficiency and happiness of their crew—which we all know is essential for good sailing.

The book is available from the International Marine Publishing Co., 21 Elm Street, Camden, ME 04843. tel: 207/236-4342.



HIGH TECH HELPS THE HARBOR

The ship that sails on the ebb tide not only gets the assist of the current but also can carry more cargo and is less likely to run aground.

Because of the many shallow channels in the Port of New York Harbor and up the Hudson River to the Port of Albany, accurate and timely data on tidal levels is of critical concern to steamship agents, owners and operators. In the past, tidal levels could only be

estimated from tide prediction tables; this did not account for variations in river run-off, atmospheric pressure, wind speed and wind direction, which can cause considerable deviations in predicted tidal levels for any given time. If not monitored accurately and made available directly to the port user, these deviations can contribute to potential safety hazards or missed opportunities.

Now, for the first time in any port in the nation, users of New York Harbor and the Hudson River can obtain real time data on actual tidal levels, wind speed and direction. Following investigations of the need for such data by the State Legislative Commission on Science

and Technology and the Senate Commerce and Economic Development Committee, funds to establish a system to provide real time data were provided by a 1981 act of the State Legislature. The New York State Department of State, with the assistance of the National Ocean Service of the US Department of Commerce and the Maritime Association of the Port of New York, is making this data available to port users through the *Real-Time Water Level Data Collection and Telemetry System*, referred to as the *Tidal Gauge System*.

A unique new service, the *Tidal Gauge System*, administered by the New York State Department of State's Coastal Management Program, is now available to port users in New York Harbor and the Hudson River.

The service provides data on tidal levels every six minutes around the clock from six stations, while two stations in New York Harbor also transmit wind speed and direction data.

This information is available through telephone lines linking the user's receiving equipment to the system. A modest fee is charged to cover operating costs.

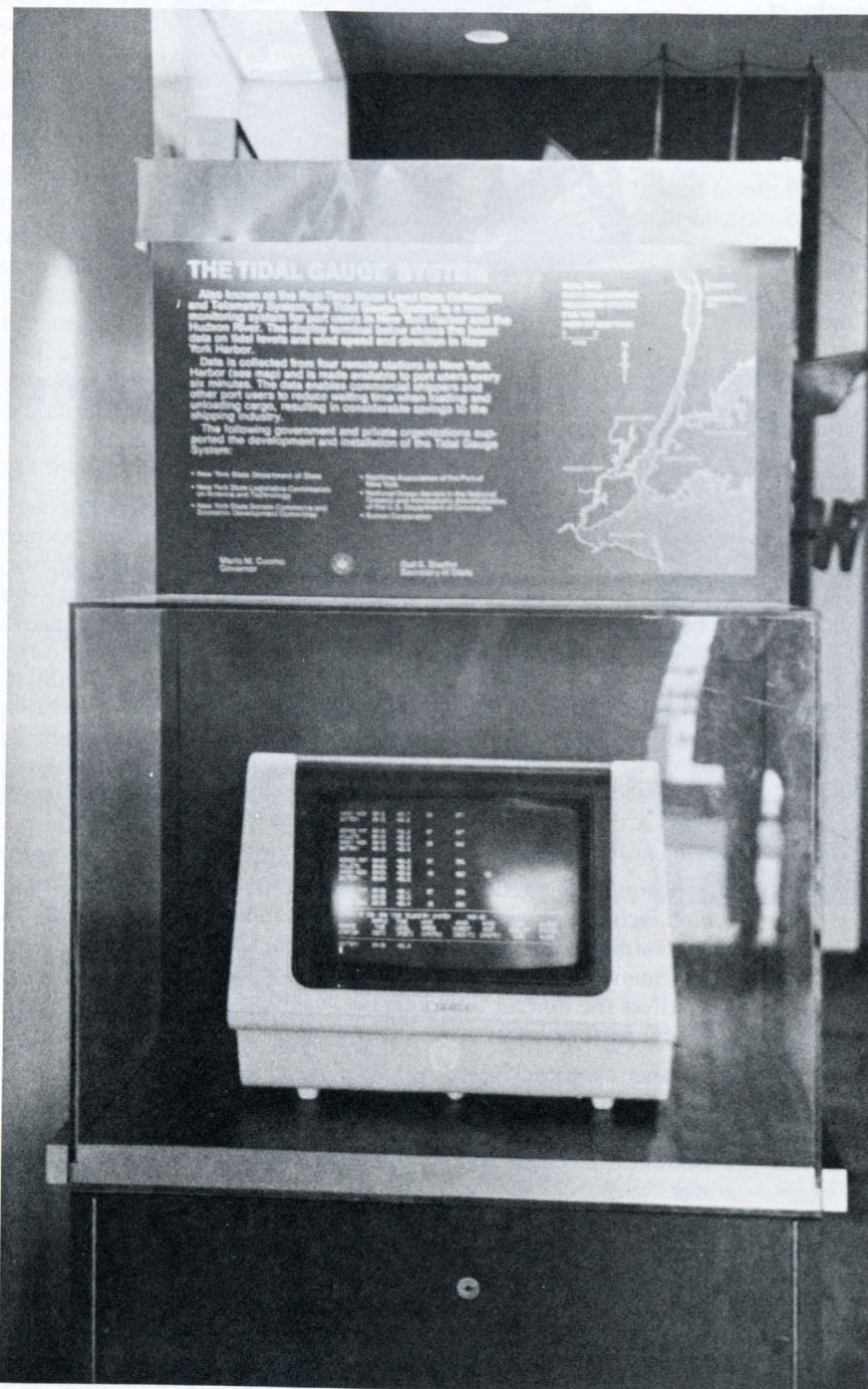
Subscribers will no longer have to rely solely on tide prediction tables which, depending on weather conditions, often deviate considerably from the predicted tidal levels.

Up-to-the minute tidal gauge system information will mean that subscribers will no longer be faced with the costly problems of:

- Reduced cargo loads
- Long vessel lay-overs
- Need for lightering
- Accidents

The tidal gauge system is the only system of its kind in the nation that can provide port users with the advantage of increased safety and cost savings.

For additional information on subscription costs call the Maritime Association, 212/425-5704 for the New York Harbor Service or the NYS Department of State, 518/474-3643 for the Hudson River Service.



A demonstration model of the Tidal Gauge terminal in the lobby at the Institute.

LIGHTS OF THE PORT OF NEW YORK

by Francis J. Duffy

Navigators on vessels entering and leaving the Port of New York can easily identify any of the Port's lighthouses by checking the area's charts, which give their locations, names and light characteristics. But there is much more to these aids-to-navigation than is found there.

Today many of the Port's earliest lighthouses have been relegated to non-operational status and dropped from the light lists. They remain only as static maritime landmarks. Other lights no longer have the national ensign flying from a flagpole, which means they have been automated, and carry out their function by mechanical and electronic means. A few stations still have keepers aboard, and their duties have changed little since the first lights were placed in operation by the Colonies.

Each light has its own history or folklore; going back more than one hundred years. The following information was gleaned from visiting the lighthouses and talking with the people assigned. Some of them have been rotated to other locations since then but each gives a unique glimpse into a little known part of the maritime world.

Chief Warrant Officer Herb Davis, USCG, skipper of the *Nantucket*, is most likely the only master who goes to sea for three weeks but never gets beyond a point fifty miles off the northeast coast of the United States: the Nantucket Shoals. Davis commands "a ship that never sails," a red-hulled lightship, the last such aid-to-navigation left in the country, and the furthest off-shore aid in the world.

When a lookout sees the *Nantucket*, the New York landfall has been made. Aboard the lightship there are a minimum of two men "on duty" at all times, monitoring the Loran to see that the 24,000 pounds of chain attached to the 5,500 pound mushroom anchor is holding the vessel on station. Even with the extra ten days leave the crew receives for every twenty days duty on station, lightship seafaring is not easy; and when a storm hits, there is no prospect of sailing to a safe harbor.

It was common in the past, before electronic navigation, for ships to zero-in on the little red *Nantucket* until her fog horn could be heard or the light on her mast could be seen. In May of 1934 the British Liner *Olympic* (sister



ROBBINS REEF—Veteran harbor men refer to this light as "Kathie's Light," in memory of Kathy Walker who took over the job of keeper when her husband died. The light is in the inner harbor and the skyline of Manhattan is in the background.

ship of the *Titanic*) inbound to New York, cut the *Nantucket* in half—in spite of the fact that the lightship had her light, fog signal and radio beacon on. Four members of the lightship were never found, and three that were picked up later died. Even today when visibility is poor, the bridge watch on the *Nantucket* will sound the alarm; and, at times, the crew takes to the boats if a target on the radar seems to be bearing down on the vessel.

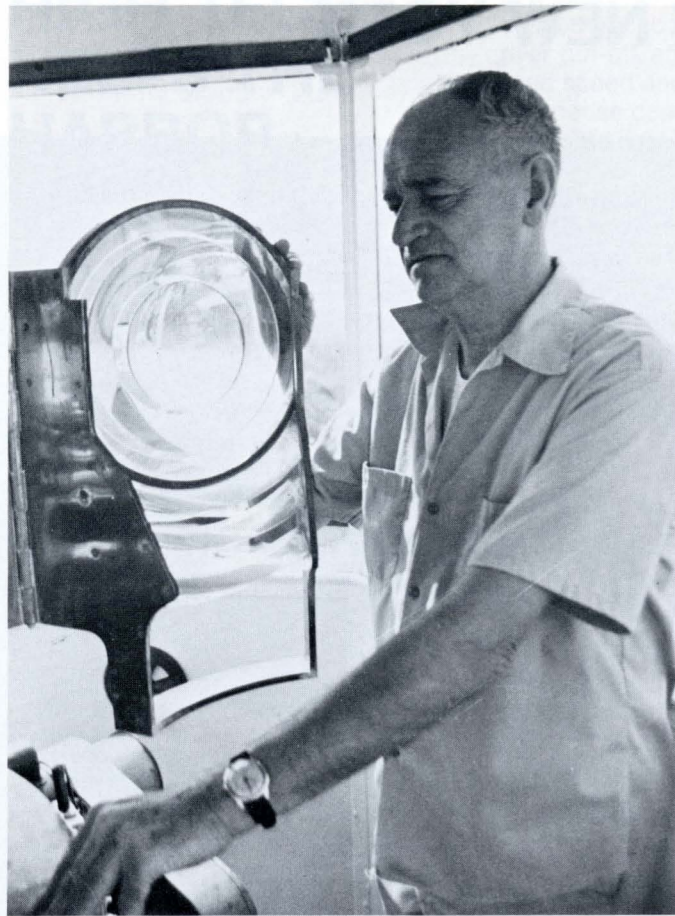
A Large Navigation Buoy (LNB) now shares the station with the *Nantucket*. After testing, the buoy, which can perform all the functions of the ship, will replace the vessel on station. For the first time since 1854 there will be no lightship to greet vessels making the landfall, but few crew members will miss this duty, except for the fishing.

Boatswain Mate 1st Class John Peterson, USCG, doesn't need to be told that he works at a point in the Atlantic Ocean that averages 879 hours of fog between December and March. He hears the endless fog horn droning under him as a reminder. Boatswain Peterson is the officer-in-

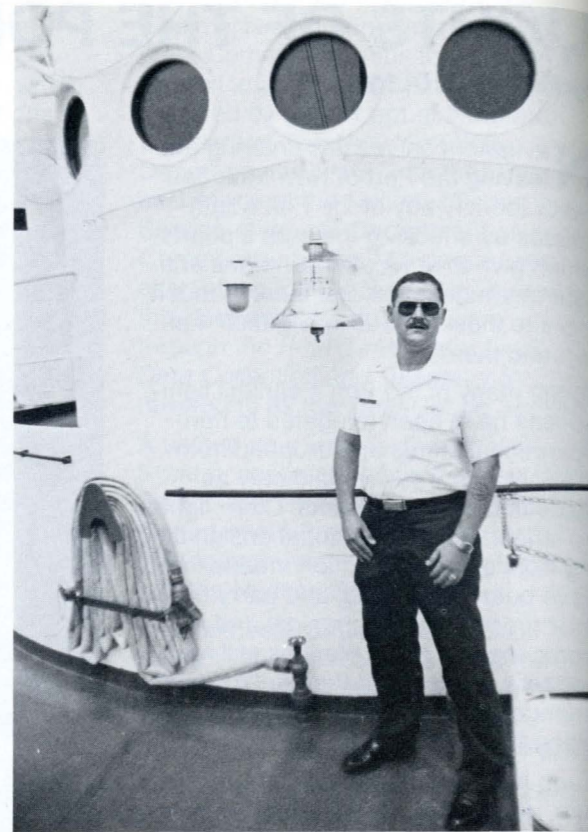
charge of the Ambrose Light Tower...a navigation light that has greeted and warned vessels coming to New York since 1908, when the Ambrose Channel—conceived and named for John Wolf Ambrose, a doctor, engineer and Irish immigrant—was first dredged and opened to shipping.

Until 1967 a succession of lightships marked the entrance to the harbor; then the present "Texas" tower which resembles an off-shore oil rig was placed into service.

The tower, looking like a giant chair sticking out of the water, is supported on four legs anchored in the sea floor 170 feet down. Ninety feet above the water is a square house containing the tanks for fuel, water, electronic gear and living quarters for the Coast Guard crew. On the corner of the 70 x 70 foot roof, which also doubles as a helicopter pad, is the red tower for the 6-million-candle light that flashes white every 7.5 seconds. Following the tradition of the lightship which the tower replaced, the word "Ambrose" is displayed and illuminated on all four sides of the cabin.



Frank Schubert, the last civilian light house keeper in the country, checks the lens on the Coney Island Light, Norton Point, Brooklyn, N.Y.



Chief Warrant Officer Herb Davis, USCG the skipper of the NANTUCKET lightship, stands below the bridge. Note the round port holes on the pilot house, installed as protection against the heavy seas that often hit the vessel.

This offshore tower was built to withstand winds up to 150 miles an hour but the bent railings are reminders of what angry seas can do. In the mid-1860's the city of New York was developing into the nation's major seaport but it was in danger of losing shipping to other ports because of the number of ships wrecked at the entrance to the harbor. A group of farsighted New York merchants held a lottery, obtained the money to build a lighthouse on Sandy Hook; and to maintain it, levied a tax of 22 pence on tonnage entering the harbor. It was first called the "New York Light" when it was put in service on June 11, 1764. Later the name was changed to Sandy Hook.

Vessels entering New York today are still guided by the same light, the oldest original, standing tower still in use in the United States. Although the tower is now further inland because of the shifting of the land from the ocean currents, it is basically the same as built by Isaac Conro before the birth of the Republic. Sandy Hook light is one of the twelve lighthouses built by the colonies. Like most, it too, is now automated.

Frank Schubert is one civil servant who has outlived the agency that hired him. Until July 1st, 1939, all of the aids-to-navigation, including lighthouses and lightships, were operated by a civilian government agency, the US Light-houses Service. On that date the US Coast Guard took over all the aids and since then has gradually replaced civilian keepers with uniformed personnel. Mr. Schubert, or Captain as civilian keepers are called, started work with the lighthouse service in 1937 as a crew member on the tender, *Tulip*. Today he is the last civilian keeper left in the United States and is assigned to the Coney Island Light.

Located on the east side of the channel entering the harbor, Coney Island Light has a 75 foot tower, with a red flashing light. Mr. Schubert was first assigned to Coney Island in 1960 and he and his wife Marie have raised three children in the Cape Cod keeper's house, which was built in 1890. He shows no signs of his age, feels he has one of the best views of ships and the harbor in the city, and has no intentions of retiring.

On Robbins Reef, which is two miles southwest of the Statue of Liberty, stands another one of the silent sentinals of the port, the Robbins Reef light. Automated in 1965, it is better known to veteran harbormen as "Katie's Light."

Kathie Walker came to Robbins Reef in 1885 with her husband and two children. In those days civilians often had their families living with them on the stations. When Kathie's husband died, the job as keeper was offered to several male keepers, but they all felt that the light was too isolated. So Kathie Walker, who had been qualified as an assistant, became keeper of the light in 1895.

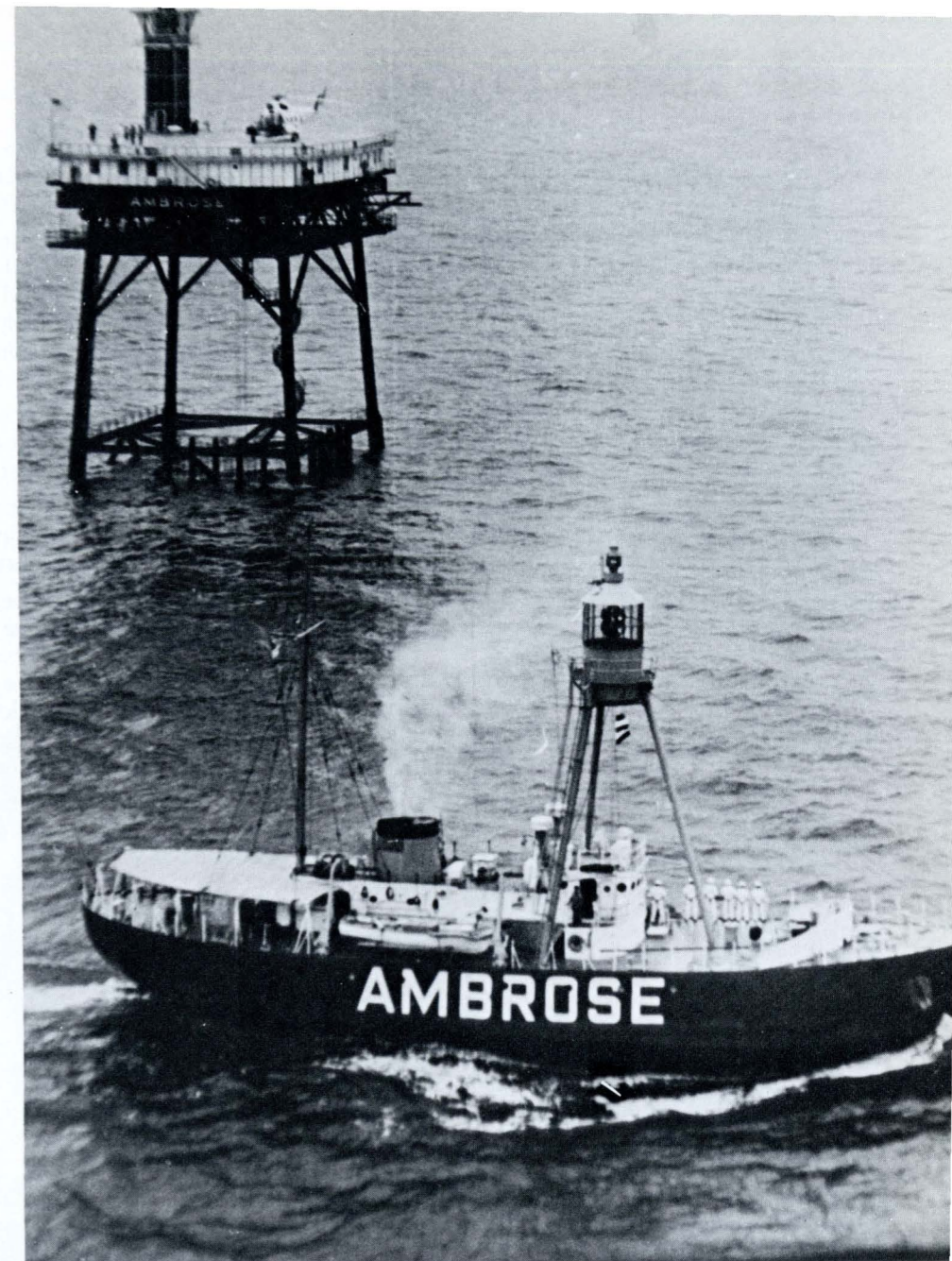
For thirty years the petite 4 foot 10 inch, 100 pound woman tended the light, and became a familiar sight to harbor people as she rowed her two children to and from school every day, two miles across the water to Staten Island. It has been said that Mrs. Walker was terrified of visiting Manhattan. Not only is she remembered as one of the famous female keepers, but also for saving an estimated 50 people from the waters

around the light. She died in 1930, at the age of 84.

Since 1886 a beautiful French lady has greeted visitors to the inner harbor, the Statue of Liberty on Liberty Island. Few people even in the maritime community of New York know, however, that the light held in the lady's right hand was for many years an aid-to-navigation and included in the light lists.

From the dedication of the Statue in 1886 until 1901, when it was transferred to the War Department, it was under the jurisdiction of the Lighthouse Board.

After leaving the Hell Gate waters and just at the point where the East River ends and Long Island Sound begins is Steppings Stones Lighthouse built in



The Ambrose Light Tower and its predecessor lightship which it replaced.

1876. The rocks which run from behind the light to the Long Island shores are part of an Indian legend. Evil spirits were said to have driven Indian tribes out of New England and they were saved because they could walk across "the stepping stones."

Looking at the very small house with the light on the top, it is difficult to comprehend how the keeper at one time had his family living on the light. Today Steppings Stones still gives off a green beacon, but it has been automated since 1957. The brick walls of the house, though located far from the land, are now covered with the urban plight of graffiti, placed by amphibious vandals.

Until the budget cuts of the last few years, the Coast Guard had a project known as LAMP (Lighthouse Automation and Modernization Project). The last lighthouse under LAMP was Execution Rock, in the western end of Long Island Sound. The date in stone over the keeper's house door is 1867, but now the windows are blocked with stone since the keepers departed in December of 1979.

Execution Rock is said to have gotten its name from the time of the Revolutionary War, when American prisoners were chained to the rocks to await the incoming tides. The legend wielded such a hold on keepers that the Lighthouse Service would relieve any keepers that felt uncomfortable with the "ghosts" of the past. ■

Fish That Eat Barnacles

This is a sea story, meaning that salty seamen swear by it, but it's not a fishy story. It's a fact.

Sea captain Gene Laski, of 32 Armande St., Southhampton, Long Island, New York, made his discovery last July when he returned to his ship, the *SS Transcolorado*.

The *Transcolorado* is a cargo ship on charter to the US Navy's Military Sealift Command which operates a fleet of logistic and scientific support ships around the world. MSC uses the *Transcolorado* for cargo operations in the Mediterranean Sea.

"On returning to my ship on July 22 from leave in the States, I noticed the hull was exceptionally clean. The paintwork was shining," the captain recalled.

"I asked my relief captain, Charles McConaghy, whether he had scamped the hull," Laski recalled. (Scamping is a nautical term for ridding a vessel of barnacles and other marine growth with the use of a rotary brush call a Scamp.)

"No," said Capt. McConaghy, "the fish ate the barnacles."

Capt. Laski was flabbergasted.

"It's unbelievable," said the New York born seafarer. "In forty years at sea, I never heard of anything like that."

"I immediately undertook some piscatorial research. And I learned these fish do actually eat barnacles."

Laski said the fish seem to inhabit the area around Rota, Spain. Spaniards in the area call the fish *mojarra* and consider them a local delicacy.

"They swim in schools of seven and line up perpendicular to the ship's hull. They have sharp teeth and snap at the barnacles and eat them off the hull. What's strange is that they intuitively do not touch the paintwork," he said. Paint used for a ship's hull normally is treated with a poisonous substance designed to kill marine growth.

"As a matter of fact, they do such a clean job, that they're better than scamping," Laski said. Shipping officials say scamping costs between \$5,000 to \$12,000 a vessel.

Laski said the fish run to about 12 inches in length, and six inches in height and are almost flat. They are colored grey-silver with vertical black stripes.

Laski has taken pictures of the fish and even gave a fish to a representative of his company, the Hudson Waterways Corp. of 1 Chase Manhattan Plaza, New York, NY. But the representative, Dave Anderson, put the packed fish in a suitcase and lost his baggage on his return to New York. When the baggage was finally found, the fish was putrid and so was the smell.

Laski who is back in New York for a vacation plans to find out some more about this strange fish on his return.



Taddled from a feature article on the 1983 Block Island Race Week written by Soundings' Nancy Trimble.

Whatever kind of conditions Block Island handed out—*Bright Finish* reveled in it.

The Doug Peterson-designed 42-footer owned by Mike Levin of New York City turned in an outstanding performance and captured the Everett B. Morris Trophy given to the top boat in the International Offshore Rule (IOR) fleet.

With San Diego sailmaker Lowell North—nicknamed The Pope—calling tactics, and an honest-to-goodness minister navigating, the ebony-hulled *Bright Finish* sailed with divine inspiration. The Rev. James R. Whittemore, executive director of the Seamen's Church Institute in New York, read the charts.



Shown above: The Rev. James R. Whittemore, left, Lowell North, better known as "The Pope," and Bill Bergantz.

EQUILIBRIUM

Who is to fault the city people,
bound to a desk till afternoon,
risking a cold sail to a near island
to anchor after sundown
and eat their supper in the dark
with the big dipper tipped perilously,
spilling stars into their open hatch?

L. A. Davidson

QUESTION WITHOUT AN ANSWER!

Why do I write about the sea?
someone asked me
I who live inland here
where violets scent the air
when spring, through tulip trumpets
blows her call,
and scatters on the meadows
fragrant clover;
while in a woodland lane
the dewey ground
is waiting eagerly
a spring-mad rover—
How can I answer when I do not know
Myself, why it is so?

Kay Wissinger

THE OCEAN WITHIN

Tides rise and ebb with small heed of season
Yet, subtle change a new coast carves,
The salt air tang, the call of the gull
Where fathoms are great
Boundaries vast
Holding memories of days now past.
Of ships that sailed and met their doom
In war, or storm, and came to rest
Deep in the ocean's rocking arms.

Then I observe, what of emotion?
Every heart has held an ocean
With surfs and tides that ebb and rise,
And dreams like ships that reached their ports
While others failed because of storm.

A greater creation than oceans at best
The sea within the human breast!

Wendy Thorne

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