

The LOOKOUT

SPRING 1987



This Issue:
1986 Annual Report
of Gifts and Grants

EDITOR'S NOTE

Once again it is our pleasure to publish our Annual Report of Gifts and Grants. It is but a small way of formally recognizing all those who support the Institute's work. It also gives some idea of the many other people and organizations who join with you in helping the Institute carry on its mission to seafarers.

We also take this opportunity to thank the thousands of volunteers who give so generously of their time on our behalf. The "Holiday Wrap-up" article in this issue illustrates how important that support is to us.

Our lead article is about the City's former department of Ports and Terminals which has been reorganized and given new vitality and purpose under the leadership of an uncommonly capable young Commissioner.

Speaking of the uncommon, we are also pleased to introduce to you another exceptional person, Mimi Potts. A longstanding friend of the Institute, her energies directed towards helping others is an inspiration to us all. She is also a part of that very special group of Institute friends whose families from

one generation to another have supported the Institute, seen it through hard times and good times, and taken a particular interest and pride in its work and accomplishments.

We also tell you about a book that is unique to the Institute, and we thought our many friends in Florida would be interested in how the Institute is taking its services to their home turf (or should I say, ports).

Because the *LOOKOUT* is mailed "Third Class," we are never quite sure when it reaches you. Thus, we simply say that we hope the Lenten season has provided you moments of quiet reflection and understanding and that Easter will be (was) one of joyous renewal for you.

As always, we welcome your comments.



Carlyle Windley
Editor

The LOOKOUT

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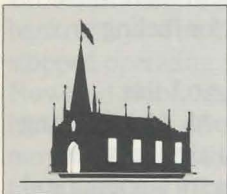
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It's an up-hill battle, but after a year on the job, Commissioner Michael Huerta tells how the reorganized department of Ports, International Trade and Commerce is moving to bring more business to the City...and getting results.



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For the enthusiastic and indefatigable Mimi Eggert Potts, support of the Institute is in part maintaining the family tradition. She also uses her considerable talents and skills to benefit many others in a variety of ways.



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From across the nation and abroad, friends old and new help carry on the work of the Institute.



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Liner's ship, Pulaski,
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Editor
Carlyle Windley
Assistant Editor
Iris Raylesberg
Features
Arnold Workman
John D. Bradley
Production Assistant
Mercedes Wright
Art Director
Kenneth Doherty

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CITY PORTS DEPARTMENT IS ON THE MOVE

*After a year on the job,
Commissioner Michael Huerta
looks back and ahead.*

When an assembly plant for completion of Japanese-made rail cars started up a few months ago in New York City's Brooklyn Navy Yard, the city got a much needed job-creating enterprise.

But, the new business opening had broader implications because it illustrated the way the Department of Ports, International Trade & Commerce (PITC) is being transformed under Commissioner Michael P. Huerta, who has just completed his first year as head of the agency.

"Port agency representatives are participating in international trade shows and traveling abroad to market both the advantages of shipping through the Port and opening a branch facility in the City," Commissioner Huerta said. "We identify foreign companies that could profit from a local operation and we try to help them set up here. We also encourage local companies to consider breaking into foreign markets."

At the same time, PITC is continuing to modernize its port facilities, upgrading them so they will be able to handle "anything that moves in a container," the Commissioner said. "For the first time," he asserted, "one agency—PITC—is responsible for the total logistics of commercial transportation in the City." The Ports Department, he pointed out, is deeply involved with moving people as well as cargo, because it oversees airports and heliports, as well as marine ports.

Though the agency leases both LaGuardia and Kennedy Airports to the Port Authority of NY & NJ, which runs their day-to-day activities, PITC closely monitors airport operations and the ongoing modernization programs for them that Commissioner Huerta believes are essential "if our

airports are going to provide the type of world-class travel facilities that New York must have both for its image and for efficient traffic flow."

In addition, Huerta said that this year PITC expects to make a decision on locating a new air travel facility in Queens. He explained that the agency wants to "reactivate" the 70-acre Flushing Airport, initially as a 10-acre heliport with layover capability. Down the road, he expects the Flushing Airport to offer full-service operations. None of the city's present helistops in Manhattan provide either layover or fueling services, he noted.

"Until a few years ago," the Commissioner explained, "the Flushing Airport serviced small airplanes. It was shut down because of flooding soil conditions, and a landfill program was started to correct the problem."

Meanwhile, PITC intends to utilize an existing paved runway there to get the heliport service under way. Earlier this year a "request for proposals" was issued to obtain bids for heliport operators, and if the response is good, PITC will have a heliport operating at Flushing Airport this coming summer.

The PITC Commissioner admits that in the year since he took over the Ports agency, he has had to learn a lot about airports and he cited the likelihood that helicopters are going to play an even greater role in short-haul transportation than they do now. "They may prove to be ideal," he noted, "for intra-state short-haul trips such as travel between Albany and New York City." "In addition," he said, "tilt-rotor aircraft may be used increasingly for moderate distance runs—say to Washington, DC, and Boston—and the City will have to provide airport facilities for these crafts if we want to offer air travel



Commissioner Huerta

service that competes with the best that any other city may offer."

An innovative and intensive approach to the use of PITC's facilities is an offshoot and a reflection of Commissioner Huerta's determination to improve overall port activity here despite the hard times that have struck the shipping industry, including users of PITC marine terminals.

The Commissioner noted that the Coastal Dry Dock & Repair Corp. recently closed its operation in the Brooklyn Navy Yard after filing for bankruptcy. The US Lines Co. has stopped operating at the City's Howland Hook Marine Terminal, which handles nearly 65 percent of the cargo moving through the City's marine terminals, and 17 percent of the total cargo in the entire port. However, in conjunction with the Port Authority of NY & NJ, PITC is seeking new tenants for the facility.

Despite the prolonged adverse financial developments in the US and international maritime industries, in the past three years the Port of New York and New Jersey has handled record amounts of cargo in tonnage and value because of the Metropolitan Area's economic strength. But the cargo race, Commissioner Huerta indicated, will go to those who offer the most economically efficient operations. And he means to accomplish that for the New York City port.

"New York is one of the largest consumer markets in the world, and the prevailing high wage scale here is offset by the fact that a product can be sold right here, without incurring further shipping costs," the Commissioner declared.

"That's a significant argument for shipping through New York's port," he continued. "But there are other benefits, and that's why PITC aims to

dispel the high-cost, high-tax, high-crime image the City may have among business interests in other cities and abroad. We want the entire business community to see beyond the 'headline' image and to take advantage of the generous financial incentives the City offers businesses that come here," the Commissioner explained.

"More than half of US international trade comes from the Far East," Commissioner Huerta pointed out, "and the logistics are such that it may be financially smart for those exporters to off-load cargoes on the West Coast, even cargoes destined for other parts of the country. By using the same in-place, efficient land-bridging techniques that we offer, they can economically ship their product by rail, even to the East. But our ports can compete for these goods."

Continuing, he predicted that Hyundai, for example, "shortly will double the number of cars it ships through the Port of New York and New Jersey to 200,000 a year, up from 100,000."

PITC programs to attract new business— international as well as domestic— are in keeping with a new mandate announced for the City agency by Mayor Koch a year ago, and they underscore the leadership of Commissioner Huerta, an international trade and development expert, whom the Mayor named last March to run the agency. The mandate assumed by Huerta is to strengthen and increase port business, create new jobs, and promote international trade here. All this, however, is in addition to overseeing the City's port development, operation and expansion of City owned airports, coordination of rail and other freight services for the distribution of goods in the City, and operation of the City's public food markets.



CITY PORTS DEPARTMENT IS ON THE MOVE

*After a year on the job,
Commissioner Michael Huerta
looks back and ahead.*

"As City agencies go," Commissioner Huerta said, "we're comparatively small, but our overall mandate is one of the broadest."

Commissioner Huerta may be modest when he refers to PITC as "small," because the agency is big business and its operations have a huge employment ripple effect: From its terminals and markets, it collected \$27.1 million in rentals last year and these facilities are generating 17,000 jobs. Overall, PITC's jurisdiction includes some 370 waterfront and market properties, where it enforces compliance with City regulations.

The agency manages five marine terminals, including three containerports and a dozen public markets.

And PITC is growing. "We have a capital program which this year could total \$10 million," Commissioner Huerta said.

Modernization is a critical part of PITC's growth plans. At one of the City's containerports, the Red Hook Marine Terminal in Brooklyn, a \$14.5 million expansion was completed last fall involving the addition of a crane and 10 acres of additional cargo space. Some 200 new jobs were created.

Meanwhile, plans for a \$40 million modernization were temporarily halted at the third containerport—the 132 acre South Brooklyn Terminal—because the ITO Co., the terminal operator, ceased operations when its largest shipping line users either suspended operations or relocated. Rental continued to be paid to PITC, though, because the lease had not yet expired. New proposals for re-opening the terminal are now under consideration.

"Modernization plans here also include improving land-site access," the Commissioner said, "because of the need to compete with New Jersey and other port facilities." Commissioner Huerta noted as well, that PITC offers

shippers a drayage subsidy to help defray the additional cost of unloading cargo at the South Brooklyn Terminal. "If cargo going to Chicago is landed in Brooklyn, it has to be shipped over bridges and through tunnels into New Jersey. That costs something. The drayage subsidy is used to compensate shippers for the cost and put our port on an equal footing with those on the Jersey shore," he said.

Commissioner Huerta points out that while New York City always has been a center for international trade, its dominant position is under challenge because of changing international trade relationships and the marketing programs of other localities.

Commissioner Huerta obviously has heard the Mayor's call and understands the need. He is moving as rapidly as possible on the marine ports' modernization programs. He is adapting the City's air facilities so they can compete in the 21st century—which is only 13 years away. The Ports agency is finding new foreign trade customers for the City's shipping facilities despite the intense competition for this business from other cities and other port operations.

Highlighting the ability of the City's port operations to be competitive, Commissioner Huerta points to the \$280 million Navy Homeport Project to be built on Staten Island, which is expected to create more than 4,600 construction jobs alone for the City.

The PITC Commissioner obviously plays an important role in creating prosperity for the New York maritime industry. Recognizing this and their mutual concern for seafarers, the maritime industry, and the City, the Seamen's Church Institute of NY & NJ invited Huerta to serve as an ex-officio member of its Board of Managers. The Commissioner accepted.

— Arnold Workman



*New York Harbor at
sunset.*



Volunteers preparing 1986's Christmas packages for seamen.

Helping Seafarers Celebrate The Holidays Away From Home

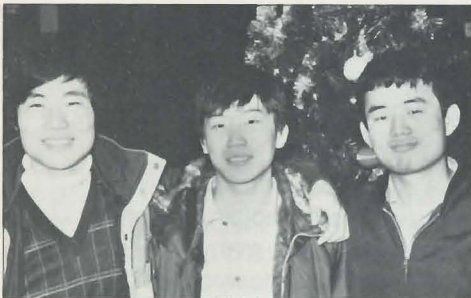
Anyone who has been away from home for Thanksgiving or Christmas knows what it's like to be apart from their families at that time of year. So it's easy to imagine how a seafarer must feel when he or she is miles away from home, docked in some faraway port during the holidays.

This past year, the Seamen's Church Institute once again helped make the holidays a little brighter for seafarers passing through US ports during the holiday season.

Through the Christmas-at-Sea program, which marks its 70th anniversary this year, more than 16,000 hand-knitted garments were distributed to seafarers this past Christmas. In addition to a hand-knitted scarf, gloves,

socks and watchcap, the seafarers also received a Christmas card, stationery, a ballpoint pen, a pocket atlas, comb, notebook, sewing kit, and a Christmas-at-Sea newsletter.

The 3,000 volunteers across the country who knit the garments for the Christmas-at-Sea program, under the direction of the Institute's Patricia Jones, received some well-deserved recognition this year in an article in Good Housekeeping Magazine entitled "Isn't This What Christmas Is All About?" In New York, where Christmas-at-Sea is based, there was also a feature article in The Daily News and a report on WABC-TV about the program.



Three Korean seamen at this past year's Christmas party.

Thanksgiving Feast Served To 100

Nearly 100 seafarers from five countries who were in the Port of New York and New Jersey for Thanksgiving were treated to a traditional feast at the Seafarers' Center in Port Newark this past November. For many of them it was the first time they had celebrated an American Thanksgiving.

This was the fourth year that the dinner, run by the Rev. Barbara Crafton and a host of volunteers, was held. Mass was conducted simultaneously in English and Korean before the dinner. A similar service was held at the Seafarers' Center on Christmas Eve.

The sentiment and gratitude of the seafarers who enjoyed the Thanksgiving meal were perhaps summed up best by one seafarer who had not seen his wife and child for nearly a year.

"It is hard being away," he said, "but this shows how wonderful American people are."

For one volunteer at the dinner, the gift was truly in the giving. Said Lynda Volker, a seventh grade English teacher who is blind and has been baking pies for the dinner for four years, "Thanksgiving is truly an American tradition and I enjoy sharing it with sailors from all over the world. But it's a two-way street," she added. "Sitting with people from Korea, the Philippines or Poland, you get to know something about their customs and life at sea."

The food for the dinner was prepared by volunteers and members of the Seamen's Church Institute's staff. Rev. Crafton roasted five of the turkeys while two others were cooked at the homes of the Rev. George Dawson and the Rev. Francis Cho. The cranberry sauce was prepared by Zelda Mueller of the Institute's development office, and other volunteers baked the pumpkin pies and cooked the fresh greenbeans and potatoes.

Newspaper articles requesting volunteers and food for the dinner evoked such a response that the dinner was paid for entirely by donations. It was also the subject of a front-page article on Thanksgiving Day in the Newark Star-Ledger. The New York Times, The Daily News, The (NJ) Record, The Elizabeth Daily Journal and the Associated Press also covered the dinner.

Seafarers in the Manhattan area were also feted with Thanksgiving and Christmas dinners at 50 Broadway. The menu for the Christmas dinner was prepared by the seafarers and then specially cooked for them by the Seafarers' Club Organizer, Bridget Bean. She was aided in her efforts, the night of both dinners, by volunteers, staff members and the seamen themselves.

— Iris Raylesberg

CONFERENCE ON MANNING PRACTICES BEING CONSIDERED



Rev. Paul Chapman.

Buoyed by the success of the Port State Control Conference last year, the Center for Seafarers' Rights is working with the International Christian Maritime Association (ICMA) toward a possible conference to be held in Manila.

The conference would focus on allegations of abusive manning practices aboard some vessels, one of the more prominent complaints the Center receives from seafarers and ship owners.

Last fall, The Rev. Dr. Paul K. Chapman, director of the Center for Seafarers' Rights, met with a dozen

manning agents in Hong Kong and Manila to discuss the concept of an international conference on manning agency practices. The proposal was well received, but because the problem is sufficiently different from country to country, Filipino manning agencies asked that an "all Filipino" conference be sponsored by chaplain organizations. "The idea," Dr. Chapman said, "is that the Filipino conference would be a starting point in developing a 'code of good practice' that can then be followed by other countries."

The reason for beginning in the

Networking Chain Often Brings Justice To Seafarers

The information and aid the Center for Seafarers' Rights provides to seamen, and agencies via the port chaplain networking system, has long been recognized as one of its most important contributions to the welfare of seafarers as well as to the maritime industry.

Of all the contract problems which seafarers face, the most common is the failure of the ship's operators to pay wages. In December, several Pakistani seafarers complained to Father Neale Secor, the port chaplain in Philadelphia, that they had not been paid in four months. They

wanted to go home since they had already served the full year of their contract, but not until they received full payment.

Father Secor contacted the Center, but unfortunately the ship left United States waters that very day, allowing no time for the Center to intercede on the seamen's behalf. Despite this, the port chaplain networking chain provided a vital link that stretched in this instance across the Atlantic to Brest, France where the ship was headed. The Center called the port chaplain there, told him what the problem was and that the ship would be arriving shortly. As soon as it docked, the chaplain and union officials went aboard and recovered the seamen's back wages. The men were then repatriated to Pakistan.

The problems that period-

ically arise aboard ships are varied and many times they may result from a conflict between the demands of a ship's owner and the rights of seafarers. Most often the problems are over wages, because many of today's seamen from Third World countries are so eager for employment that they don't always study their contracts as carefully as they should. Or in some cases, the provisions of the contracts may not be upheld.

As a result, the Center receives letters and phone calls on a daily basis from port chaplains seeking advice on a variety of problems. The Center provides practical advice to

resolve the problems or referral to the appropriate agencies.

But were it not for the port chaplain networking system, many of these problems would not be solved. Ships no longer stay in port for long periods of time and by the time a disagreement surfaces, the ship may be long gone. Thus, the chaplains in the 700 ports around the world are often the only link that connects seafarers to justice and their "rights."

The Center expects that the volume of networking assistance it provides this year will be about the same as 1986. It estimates that 75 percent of the Center's work is taken up with cases brought to their attention through the port chaplain networking system.

Philippines is apparent considering the facts: There are 200 manning agents in that country alone—one of the largest concentrations anywhere. In addition, of the world's 200,000 registered seamen, 55,000 of them are Filipinos, and there are more than 50 maritime schools in the Philippines constantly recruiting students for careers as seafarers.

"If the Manila conference is held and begins to achieve its goal of a manning-agency code, ICMA will want to hold similar conferences in other countries," Dr. Chapman said.

— Arnold Workman



Paul Chapman and CSR colleagues, Jim Lafferty (center) and Mike Smith (left), during a recent staff meeting.

It's hard to imagine that a group of merchant seamen would be able to protect their salary rights under a fine point of Panamanian law covering conditions under which a ship changes from one flag to another.

But they did just that recently when a ship changed from a Panamanian to Bahamian flag, and it was through the efforts of SCI's Center for Seafarers' Rights that these seamen were aware of their rights under the law.

"The seamen used their knowledge of the law to help collect what was due them when their ship changed flags, and that knowledge, we learned, came directly from a booklet SCI's Center for Seafarers' Rights published explaining pertinent aspects of maritime law and regulations," explained Brother Pedro who works for the Center. "It encourages us to feel that we're making some headway in our efforts to inform seamen of what is due them," he added.

A member of the Taize Community and of the Apostleship of the Sea of the Roman Catholic Archdiocese, Brother Pedro has worked in SCI's ship visitors program for four years and is in charge of the distribution of the booklets SCI publishes on the rights of seafarers. The booklets are researched and written by the Center's staff.

Merchant and passenger ships are registered under the flags of a number of different countries and many sail under so-called flag-of-convenience countries.

According to Brother Pedro, today's seafarers—three-quarters of whom are from Third World nations—are often unaware of their rights under a particular country's flag. Many times they also don't know the law of the port state where their ship docks, just as tourists often don't know the laws of the country they are visiting.

Because of this, seven years ago the staff of the Seamen's Church Institute began work on a text explaining in accurate and under-

standable language what responsibilities and rights were afforded seamen by the laws of several countries, including flag-of-convenience countries, such as Panama and Liberia.

Since 1981, the Center has published more than 10,000 booklets describing these laws. The booklets, in English and Spanish, cover the rights of seafarers on Greek, Rumanian, Liberian, Cypriot, Bahamian and Panamanian flag ships. The booklets also cover the rights of foreign seafarers in United States ports. The booklets on Cypriot and Bahamian flag law were first published last year. Because of the growing number of Koreans in the maritime industry, the Center began printing the Liberian and Panamanian booklets in Korean last month.

The progress cited by Brother Pedro is evidenced in part by the daily requests for



Bro. Pedro.

booklets that SCI receives from seamen and port chaplains throughout the world. In addition, there are scores of telephone calls to SCI including the one it received concerning the changeover from

a Panamanian to a Bahamian flag. A crew spokesman telephoned the Center and asked for help in collecting pay he believed the crew was owed under the flag changeover.

Was that sufficient reason for the crewmen to to be paid?

"Actually, it was," explained Paul Chapman, head of the Center, who took the call. "And the important thing to us isn't just that the ship's owner subsequently acknowledged the seamen were entitled to the money, but that the seamen knew their rights. It was all explained in the booklet where they learned about the law."

MEET MIMI POTTS

PLANNING PRACTICES BEING CONSIDERED

"I cannot come to the phone at the moment, but if you will leave your name and number, I will get back to you..."

Her voice is resoundingly friendly and enthusiastic, the voice of someone you look forward to meeting having heard only a sentence left in the memory of an answering machine.

The woman behind the voice is Mrs. Walter B. Potts, "Mimi" to her family, friends and neighbors. Mimi is a good and loyal friend of the Institute: a volunteer for many years and steady contributor since 1935. Like most of the Institute's friends she loves the sea, and is most comfortable when she is on it, in it or near it. She is well read, well traveled, propelled by strong convictions, guided by a keen intellect and tempered by a prudent disposition. Her hobbies include sailing, tennis, painting and handwork.

Mimi Potts has accrued a formidable collection of credits and accomplishments. She is the mother of five children, now grown, three daughters (Mary Montgomery, Louise Thibodaux and



Mimi and Walter Potts.

Ann W. Potts) and two sons (Charles and George), and she boasts five grandchildren. Mimi is a licensed Episcopal Lay Reader and Chalice Administrator, and a member of the Vestry of St. Michael's and All Angels Church on Sanibel Island, Florida, where she makes her home for the greater part of the year.

Mimi is a member of the Council (Board) of the College of Preachers in Washington, DC, an institution which offers continuing education and opportunities for professional renewal to members of the clergy. She is a graduate of the Chapin School in New York City, a school well known for its tradition of excellence in primary and secondary education and its advocacy of community service as an individual responsibility.

Prominent among her many commitments on Sanibel Island is her involvement in an organization known as "FISH," Friends In Service Here, a non-sectarian group of volunteers who seek to provide assistance—rescue, friendship and comfort—to those who, for a host of different reasons, seek the help afforded by willing hands and an understanding soul.

Within FISH, Mimi is a member of "Living Again," a group of individuals bound by a common mission of support for those confronting the loss of a spouse, family member or friend. Mimi's interest in this work was fostered by her experience as a volunteer at Hope Hospice in Fort Myers, a facility dedicated to providing quality care for dying persons, including the terminally ill. Hope Hospice is a model within the hospice movement, well known and widely emulated. Mimi looks forward to the day when a comparable hospice program will be operative on eastern Long Island, where she currently spends her summers.

Mimi Potts' connections with the Institute are deep and historically significant. First, she is the widow of Walter B. Potts, a Marsh & McLennan executive, who served as a member of the Institute's Board of Managers from

January 1949 to January 1979, a period of thirty years. He served as Treasurer of the Board during a time of rapid change in the Institute and the maritime industry. During Walter Potts' tenure, the Institute moved from its location at 25 South Street to a new facility at 15 State Street, a dramatic and challenging transition to engineer, given the real estate and financial complications attending the move.

Walter Potts was not the first member of his family to take up the Institute's cause. Walter's father, Charles E. Potts, was a benefactor of the Institute as was his grandfather, Thomas Potts, who contributed generously to the construction of the Institute's headquarters on South Street. In addition, Walter's maternal grandfather, Philip Ruprecht, was a friend and benefactor of the Institute. Since the death of Walter's father, his mother, Fanny Potts, has continued the family's support of the Institute and its work.

In addition to her connections by marriage, Mimi Potts' mother, Mrs. Herbert F. Eggert, was famous among the Institute's volunteers as a productive and highly skilled knitter for the Women's Council of the Seamen's Church Institute. Among her specialties was the knitting of string mittens for the hands of the men who worked aboard US Navy mine sweepers during the second World War. Mrs. Eggert supplied not only the labor, but supplied the design that guided the knitting of all volunteers engaged in the project.

In 1983, Walter Potts died after a long and courageous battle with leukemia. Since her husband's death, Mimi has turned her grief into consolation for others who suffer the loss of loved ones, or confront the prospect of losing their own lives to terminal illness.

We give thanks for Mimi Potts, her loyalty to the Institute's mission, her indomitable spirit and the light she brings to the dark nights of the human soul.

—John D. Bradley

1986
Annual
Report
of Gifts
and Grants



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



Dear Friends:

Thanks to your loyalty and generous support, the 1986 fund year was one of the best in the Institute's long history.

New friends and increased contributions raised our voluntary support totals above the \$1 million mark for the second consecutive year.

We invite you to join with us in celebrating the Institute's good fortune and the good work that our gifts make possible.

Sincerely,

Alfred Lee Loomis, III
President, Board of Managers

Mrs. John D. Macomber
Vice President, Board of Managers

Development Committee

Mrs. John D. Macomber, Chairman
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Voluntary Support 1986 Fund Year

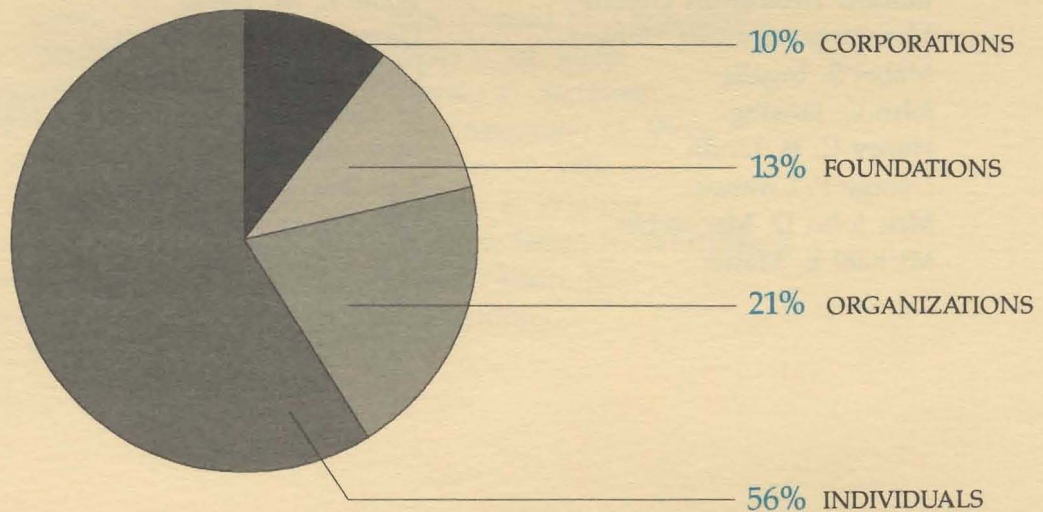
At the close of the 1986 fundraising year on December 31, the Institute had received \$1,155,492 in voluntary support, representing the generosity of 2,042 contributors who made 3,101 gifts and grants over the twelve month period.

Of the funds received, \$811,587 were designated for the Annual Fund, while \$343,904 were contributed for capital needs and purposes.

Total voluntary support includes \$651,502 from individuals, \$144,943 from foundations, \$117,573 from corporations and \$241,474 from organizations. Income from planned gifts, trusts and bequests accounted for some \$419,770 of the contributions received from individuals.

The Annual Fund goal for 1986 was set at \$750,000; the capital funds goal for 1986 was \$300,000. Thanks to the beneficent spirit of the Institute's friends, both goals were achieved and exceeded.

Sources of Gifts and Grants 1986



Development Staff

John D. Bradley, Director of
Development
Zelda Mueller, Associate
Director of Development

Alice C. Hunsberger,
Development Associate
Barbara E. Stange, Secretary
Sue Ellen Reel, Computer Assistant



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

The Institute welcomed six new members to the club in 1986, bringing the total to twenty.

Members

Mrs. Vincent Astor	Clifford D. Mallory
Sylvia S. Bancroft	Mrs. Ernest N. May
Edward J. Barber	Mrs. Ward Melville
George D. Benjamin	John P. Nicholson
Mr. & Mrs. Edward A. Delman	Mr. & Mrs. Godwin J. Pelissero
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Mabel S. Ingalls	Charles E. Saltzman
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Henry C. B. Lindh	Mrs. Alexander O. Vietor
George P. Livanos	The Rev. James R. Whittemore
Mrs. John D. Macomber	Mrs. Orme Wilson
Michael E. Maher	



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

Fifteen new members added their names to this important group of supporters in 1986.

Members

Edward J. Barber	Diana McIlvaine
George D. Benjamin	Thomas L. McLane
Richard S. Berry	Dorothy B. Melville
Mr. & Mrs. Edward A. Delman	Mr. & Mrs. Donald H. Middleton
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Through gifts and grants, knitting and volunteer work, parishes show their commitment to our programs addressing the needs of seafarers. Please let us know if you would like to add your church's name to our list.

- | | |
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(Continued)

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 St. James Church, ECW Upper Montclair, NJ
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 St. Matthew's Church, ECW Toledo, OH
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Parishes

(Continued)

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St. Paul's Church, The Women of St. Paul's Church Troy, NY	St. Stephen's Episcopal Church, ECW Whiting, NJ
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The Seamen's Church Institute is honored to be the recipient of gifts representing contributions made in memory of friends and loved ones. Each gift is recorded in the Institute's archives to ensure a permanent record.

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

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In 1986, income from bequests and trusts totaled \$419,770, representing a significant measure of support for the Institute's work.

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

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

Cash

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

Securities

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

Real Estate

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

Life Insurance

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

Retained Life Income Gifts

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

Bequests

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

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

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

Book of Remembrance

Personal or memorial gifts of \$35,000 or more also entitle the donor to a special page in the Institute's Book of Remembrance. This handcrafted, beautifully illuminated book is retained in the Institute's chapel and allows the donor to reserve a special memorial Red Letter Day in perpetuity. That memorial day is exclusive to the donor and the reserved page is inscribed with your commemorative message.

Living Honor Gifts

A thoughtful way to remember friends and relatives (and have them remember you) on birthdays, anniversaries and other special occasions. We will acknowledge your gift with an attractive card to the Honoree and send you a receipt for your records.

Memorial Gifts

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

For Additional Information

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

Summary of Services



New York

1,628
American and foreign ships visited one or more times. (Brooklyn, Staten Island, Manhattan).

48,500
Magazines placed aboard ships in NY ports.

1,205
Seafarers transported by Institute vehicles.

2,810
Seafarers used Club at 50 Broadway.

25,500
Seafarers used lounge at Passenger Ship Terminal (April-October).

12,580
Overseas telephone calls placed for seafarers.

4,220
Seafarers used 50 Broadway Postal Service as home address.

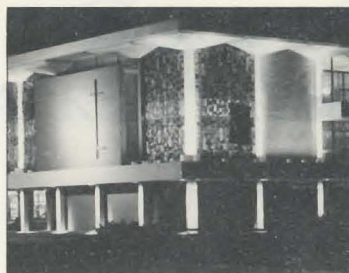
414
Seafarers enrolled in SCI's Maritime Training Division (Radar 235; Deck 43; Engine 38; Special Courses 98).

8,004
Christmas-at-Sea packages placed aboard ships.

203
Religious services held.

75
Pastoral interviews.

1,100
Letters Mailed.



New Jersey

2,716
American and foreign ships visited one or more times.

55,100
Magazines placed aboard ships in NJ ports.

6,382
Seafarers transported by Institute vehicles.

12,760
Seafarers used Port Newark Center.

550
Average number of port workers who used Port Newark Seafarers' Center, weekly.

3,378
Overseas telephone calls placed for seafarers.

1,360
Seafarers used sports field.

139
Religious services held in the Center.

578
Pastoral Interviews.

11,323
Letters and postcards mailed for seafarers.

2.5 tons
Used clothing distributed.



New York & New Jersey

Countries represented by seafarers calling on the Port of New York and New Jersey.

Algeria	Korea
Argentina	Kuwait
Bahamas	Liberia
Bangladesh	Mexico
Belgium	Nicaragua
Brazil	Norway
Canada	Pakistan
Cayman Islands	Panama
Chile	Peoples Republic of China
Columbia	Peru
Costa Rica	Philippines
Denmark	Poland
Dominican Republic	Portugal
Ecuador	Qatar
Egypt	Saudi Arabia
Finland	South Africa
France	Spain
Germany	Sweden
Ghana	Switzerland
Greece	Taiwan
Guatemala	Turkey
Guyana	USSR
Holland	United Kingdom
Honduras	United States
Iceland	Vanuatu
India	Venezuela
Iraq	West Africa
Israel	West Indies
Italy	Yugoslavia
Japan	
Kiribati	



SCI'S FIRE FIGHTING COURSE TRAVELS TO MIAMI

With the goal of improving safety at sea, 53 cruise ship personnel completed SCI's "Basic Marine Shipboard Fire Fighting Course" in Miami this past summer and fall.

"Fires can occur on any type of ship and hands-on experience with fires is essential to learning how to prevent as well as control them," said Eric Larsson, SCI's Director of Maritime Training.



Carnival Cruise Line personnel undergoing field training at the Dade County Fire Academy.

The 53 "students"—ranked from captain to cadet—were the most recent graduates of the SCI fire fighting program which SCI conducted in Miami for the Carnival Cruise Line.

Mr. Larsson flew down to Miami to supervise the program. The chief instructor was John Ward, a former SCI staffer who has taught fire fighting techniques for more than 30 years.

SCI has been offering the course as a distinct study program since 1983, Mr. Larsson noted. Before then, fire fighting was taught as part of the Institute's general training curriculum.

"Our goal, of course, is to improve safety at sea," the SCI Training Director said. "And the means is to give seamen practical and direct experience in fire fighting as well as technical and book knowledge about the cause and prevention of fires."

"Think of an oceangoing vessel as a high-rise office building, from 13 to 20 stories high, and you'll begin to have some insight about the problems seamen face when fighting a fire at sea," Larsson observes.

The SCI Basic Fire Fighting Course consists of a total of 28 classroom hours, during which the seamen learn about the chemistry of fire and how the various types of fire-quenching devices work. They review case studies of actual shipboard fires, the damage these fires did and how the fires were controlled. This is followed by a minimum of eight hours of field work.

"Not only do the students actually put out fires using the type of fire fighting equipment they will handle in the event of an actual emergency aboard ship, and learning exactly how the equipment functions, but they experience the terror of being confined in a relatively small space containing a blazing, smoking

fire. This is the type of fire that might well get started in a ship's galley.

"They learn they can survive such emergencies and fight the fire," Larsson emphasizes, "by controlling their natural fear and knowing how to put on and use a breathing apparatus. Learning how to use a breathing apparatus is essential," Larsson says, "because so much of the material aboard ships is synthetic and creates toxic fumes when burned."

The SCI fire fighting course is approved by the Coast Guard and by the Liberian Bureau of Maritime Affairs. It also meets the basic fire fighting standards of the International Maritime Organization.

Among the reasons, of course, that shipowners send crew members to take the course is that some nations that register vessels, such as Liberia, require that a certain number of crewmen aboard a ship have certified fire fighting knowledge and skills, Mr. Larsson points out. Others recognize that it is just good common sense to have a well-trained fire fighting crew.

"The seamen assigned to take the course this year often came after putting in a full eight-hour watch. The classroom work averaged six-hour sessions apiece, and the field work was conducted at the Fire Service Academy in Miami. The school has a "burn-building" where the confined fires were simulated," Larsson said. "The seamen learned their lessons well and were well supervised. They came out of the course more knowledgeable and confident of their ability to handle a fire emergency aboard ship. That's good for all concerned, passengers and crew alike."

— Arnold Workman

Book of Remembrance MARKS ITS THIRTY-FIFTH YEAR

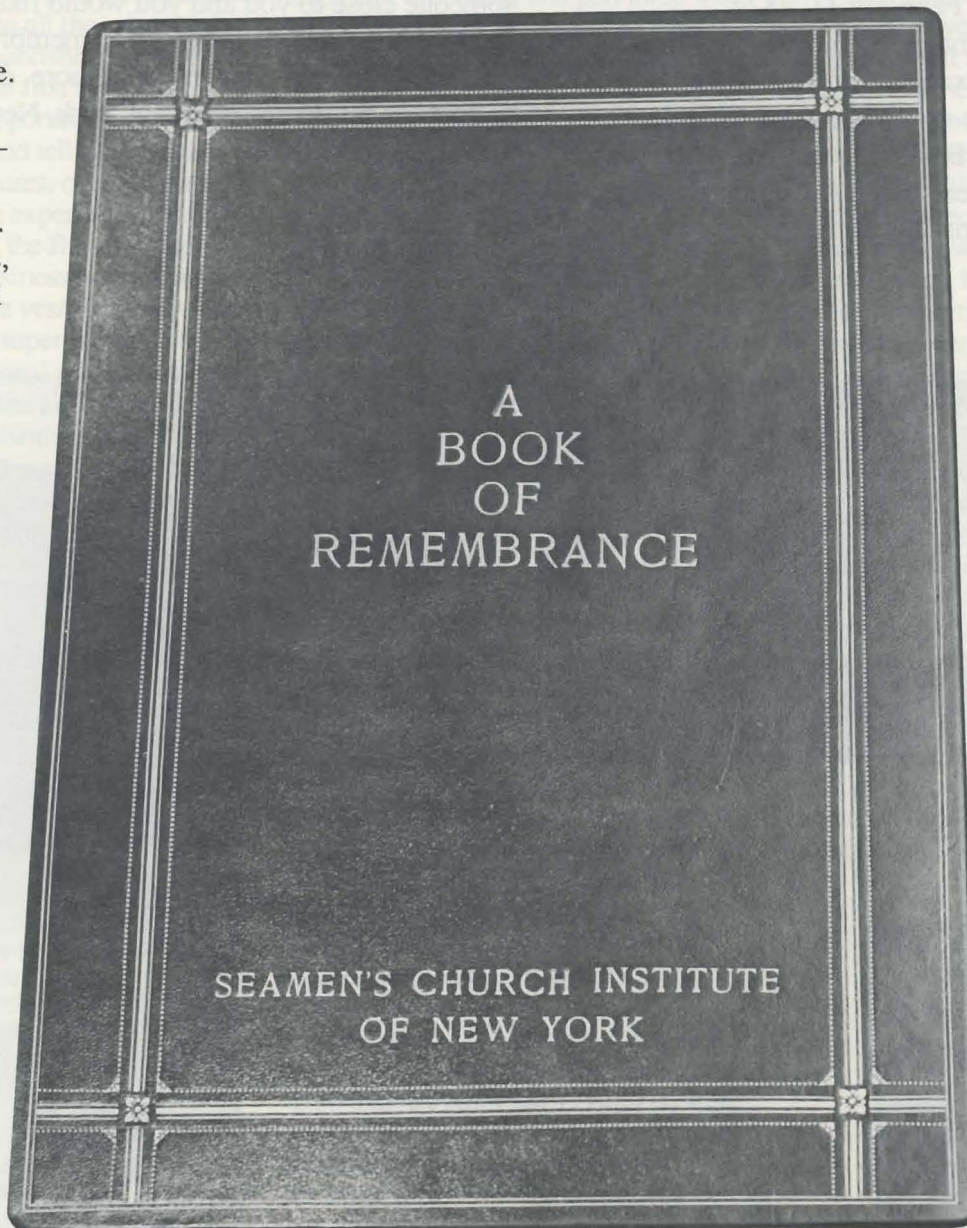
*T*hirty-five years ago Stephen and Martha Comstock, two longtime supporters of the Seamen's Church Institute, made a gift that has become a legacy to them and to others over the years.

The gift, the Book of Remembrance, is a gold-tooled, leather-bound book enclosed in its own glass-topped magnificently carved oak case. It has 365 vellum pages—one for each day of the year. On those pages, individuals and families like the Comstocks have chosen to make some

of those days—"Red Letter Days"—commemorating for perpetuity the memory of a special day, person or event. The inspiration for the Book of Remembrance was the custom of hand lettering and illuminating the very early Bibles. In these Bibles the names of the most important saints were lettered in red, and each

saint's day was thus designated a "Red Letter Day."

At the time the Comstocks presented the the Book, they donated a "living endowment" check for \$10,000. In return, an
(continued)



individual page was handsomely engrossed for each of the days they selected and inscribed with a special message indicating the event or occasion they wished to memorialize. The book remains open to that special page throughout the day and will remain so in perpetuity. Over the years the cost for securing a page in the Book of Remembrance has risen with time. Today it is \$35,000. Pages can be funded through deferred gifts, bequests, endowments or other special plans.

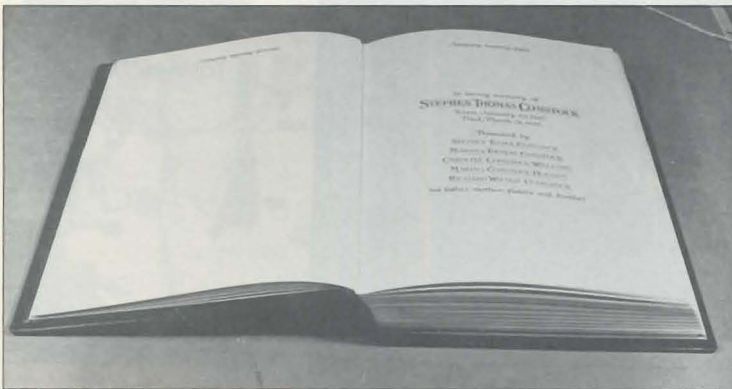
The Book of Remembrance pages commemorate everything from the wedding of Lillian Davis Cox and Stanley McLean Cox on November 30 to the birthday of Joseph P. Norris on February 11, 1824.

The entry for November 13th is a touching and eternal epitaph for Alexander Orr Vietor, a member of the Board of Managers of the Seamen's Church Institute for 42 years. Below his name in a perfectly lettered hand is an excerpt from Alfred Lord Tennyson's poem, "Crossing the Bar:"

Twilight and evening bell,
And after that dark!
And may there be no sadness of
farewell,
When I embark;
For tho' from out our bourne of
Time and Place
The flood may bear me far,
I hope to see my Pilot face to
face
When I have crost the bar.

If there is a "Red Letter Day" in your life or the life of someone close to you and you would like additional information about the Book of Remembrance program, please call or write Father Whittemore, director of the Institute at 50 Broadway, New York, New York 10004, 212/269-2710.

—Iris Raylesberg



Great Passenger Ships of the World

by *Arnold Kludas*

Patrick Stephens, Limited
Wellingborough, England
Hardcover - Illustrated

"Great Passenger Ships of the World," Volumes 1 to 4, for years have provided a rich store of detailed technical and historical information about some 2,000 passenger ships of over 10,000 gross tons built in the 118-year period through 1976.

Now, with Arnold Kludas, the author, preparing Volume 5 for publication as an update to all the prior works in the series, the publisher has reissued new editions of the first four volumes.

In addition to reporting basic raw data about each ship, and telling of their successes and failures, collisions and fires, and wartime experiences, the four books also impart the flavor of the passenger ship business via "action" photographs of the vessels. They cover the periods when superliners, each a monument to national pride, were introduced, and when the airplane became a rival for Trans-Atlantic travel.

Since Volume 1 was first published 11 years ago, the passenger ship series has become a recognized complete reference source, and as such can be used by ship owners/investors, and maritime historians, as well as anyone who loves the big liners that have criss-crossed the oceans for decades.

Information reported for each passenger vessel covered includes the ship builder, and when and where the ships were built; vital dimensions, such as

size, tonnage, speed, number of passenger accommodations, etc.; and the date when the ship was lost or scrapped.

Volumes 1 and 2 track passenger ships for the 1858-1923 period; and Volumes 3 thru 4 encompass the years from 1924-1976. The new volume, the publisher explains, will be divided into three sections, with part one reporting the fate of all ships reviewed in the series, and telling which have been lost or sold for scrap without having had their names changed or undergoing a change of owners. Part two will report essential data and history of passenger ships still in service; and part three will cover new passenger vessels of over 10,000 gross tons built since 1976.

The Night Lives On

by *Walter Lord*

William Morrow & Company, Inc.
Hardcover, \$15.95, Illustrated
(ISBN 0-688-04939-7)

For some reason, great tragedies have an unending fascination for us, and the destruction of the Titanic is an event whose telling and retelling continues to grip our attention. In the hands of a meticulous reporter and skilled storyteller, such as Walter Lord, the tale of this classic sea disaster draws us in as we ask "Why" and "Did it have to happen?"

The sinking of the Titanic truly deserves the adjective "tragedy," because it involved the loss of men, women and children from all walks of life and because it seemingly happened as a result of a malevolent destiny. Our generation has witnessed the destruction of people on a far greater scale than that of the Titanic. But the sinking of the Titanic still evokes a fear, pity, and a feeling of helplessness because it was man-made and quite possibly didn't have to happen.

More than 1,500 people died when the Titanic slipped under the ocean at 2:20 a.m. on April 15, 1912. The ship supposedly contained the best of maritime technology and it was assumed to be unsinkable.

The public image of the Titanic was wonderful, as Mr. Lord made abundantly clear in 1955—two World Wars

after the loss—in his best seller, "A Night to Remember." But Lord continued his research into the story of the Titanic and he explored many questions about the substance of that image.

The result is this book. Was the "unsinkable" ship really that well designed? Was the captain as competent as he was supposed to be? Why were wireless messages for assistance ignored? Why were there so few lifeboats?

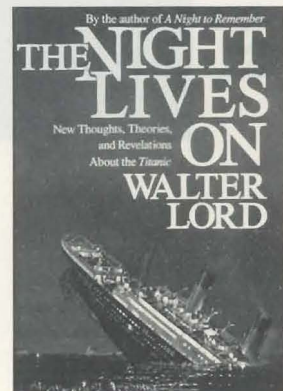
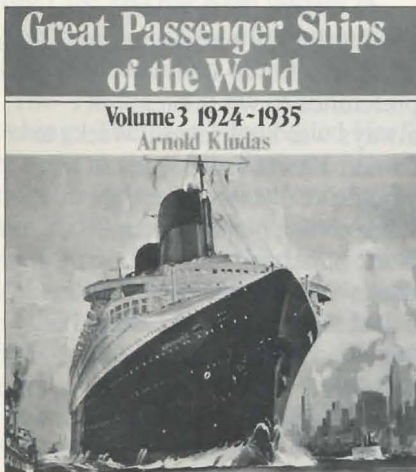
Lord looks for answers to these and many other questions. Inevitably, the tragedy appears to be a measure of the arrogance of the times: Today, such a ship would have many more lifeboats. But if that is all and you think that we have learned the bitter lesson of the Titanic, then how do we explain the more recent tragedy of the Challenger rocket, which also was one of man's greatest high-tech vessels?

The Titanic was so big that no one had experience handling a ship of its gigantic proportions, and its watertight bulkheads never had been subjected to a real-life test against treacherous icebergs. But Lord also makes it plain that design errors, as well as hubris, played roles in setting up the preconditions for the crash and the disaster.

If the sea were not so full of ice floes, if the ship had been slowed, as were other vessels in the area whose captains feared a collision with icebergs; and if a certain bulkhead had been carried just one deck higher...

If, if, if...is the stuff that Walter Lord turns into discoveries that reveal much about the event, the circumstances and the men whose action and inaction brought about this tragedy that still lives on.

— *Arnold Workman*



PEKING: THE MEN WHO SAILED HER

*A new exhibit
opens aboard ship
at South Street Seaport Museum.*

She was a giant of the open sea, fast and trim, carrying more than an acre of sail. During her prime, she transported cargo from Europe to the west coast of South America and returned with nitrates to fertilize the over-cultivated fields of Europe. In 1931, she entered semi-retirement when she was sold to a British boys' school to become a stationary training ship.



*Photos reproduced
from the exhibit
aboard the Peking.*

Today this historic, four-masted bark—The "Peking"—belongs to the South Street Seaport Museum and is permanently docked at Pier 16 at the foot of Fulton and South Streets in lower Manhattan. As part of the ongoing historic restoration of the ship, a new, permanent exhibit chronicling life aboard the vessel has been installed inside her midships deckhouse, which once housed all accommodations for the ship's seamen, officers and cadets as well as the galley, provision room and sailroom.

"Peking: The Men Who Sailed Her" features more than 200 rare photographs taken in the late 19th and early 20th centuries when "Peking" and other ships of her era were active as cargo trading vessels. The exhibit display panels follow the lines of many of the former deckhouse bulkhead lines and complement the Museum's re-creations of some of the officers' and crews' quarters and a portion of the bark's sail locker.

Using written reminiscences from veterans of the "Peking" and other ships such as "Pamir," "Passat" and "Moshulu," the exhibit traces life and work at sea during the final days of sail. Organized into three sections—"Life at Sea," "The Ship and Her Era," and "The Crew and Their Work"—its presentation is designed for a broad

audience, ranging from the young schoolchild to the maritime scholar.

In addition to a visual representation of life aboard a cargo ship, the accompanying text helps convey an even greater sense of a sailor's life. One quote from a former Captain of the "Peking" captures the full force of a gale at sea:

The black gray clouds are balled deep. A universal roaring fills the air, that seems to stop the ears as if with sand. No one can make himself understood except by shouting full-strength into another's ear. When the squalls strike, a man must turn his head away in order to be able to breathe at all. The excessive pressure of the madly rushing air forces itself through mouth and nose into the body, blows up the lungs until they are no longer in condition to breathe out.

Captain Peinang

Another fact of life aboard a cargo ship—the inadequacy of galley fare—is vividly described in a quote from Captain Irving Johnson who sailed aboard the "Peking" on one of her last voyages around Cape Horn:

"The hard black bread was our standby, and we ate it in preference to white bread. It always was kept several weeks to harden after it was baked, so we wouldn't eat it too freely. A sailor took a piece of that black bread and hit a wooden door with the edge of it. Quite a dent was made in the door, but the bread wasn't damaged."

The "Peking" was built in Germany in 1911 and was considered in her day

to be a "state-of-the-art" ship. Its hull, masts and yards were of steel construction for maximum strength and capacity. Because of special developments in winch and sail configuration, the vessel could be run by a remarkably small crew: eight officers and twenty-four seamen. Even in gales and hurricanes rounding the dangerous Cape Horn, these men could manage her 32 sails, representing more than an acre of sail area.

The "Peking" was part of the final era of wind-powered cargo vessels. She was built for the German shipping firm of E. Laeisz at a time when steam-powered vessels were capturing all passenger, and most cargo routes. She could compete, however, in the bulk cargo trade carrying low-value and high-density commodities where the vessel's capacity was more important than speed. "Peking" carried general cargo from Europe to the west coast of South America, and returned with Chilean nitrates to fertilize the over-cultivated fields of Europe. She made numerous voyages until the manufacture of synthetic fertilizers made the trade no longer profitable.

The ship was purchased for the South Street Seaport Museum by the J. Aron Charitable Foundation. Towed to New York City, she has been largely re-rigged and is a major offering in the Museum's collection of historic ships.

The "Peking" and the exhibit, "Peking: The Men Who Sailed Her," are open to the public during Museum hours. In spring, the Museum is open from 10:00 a.m. to 5 p.m. weekdays and from 10:00 a.m. to 6 p.m. weekends. Admission to the "Peking" and the exhibit is included with Museum admission of \$4.00 for adults; \$3.00 for senior citizens; and \$2.00 for children.

For more information, call (212) 669-9424.

—*Iris Raylesberg*



*A new exhibit
opens aboard ship
at South Street Seaport Museum.*

**BRITISH ROYAL AIR FORCE
COPTERS RESCUE 28 FROM
SINKING FREIGHTER**

Twenty-eight seafarers were air-lifted from a sinking freighter off southern Ireland this past winter in a dramatic rescue effort by two British helicopters braving snow, rain and 70-mile-an-hour winds.

The two Royal Air Force helicopters took just 40 minutes to haul up the crew of Indians and Turks from the vessel, a Hong Kong-registered ore carrier known as the Kowloon Bridge.

The ship, which had lost its rudder and was rapidly taking on water when the helicopters arrived, was carrying 160,000 tons of iron ore from Canada to Scotland, according to Lloyd's Shipping Intelligence Unit.

PHOTO CREDITS

- Page 2-4 Flying Camera for SCI
- Page 5 Flying Camera and C.J. Panash for SCI
- Page 6-7 Flying Camera for SCI
- Page 8 Courtesy of Mrs. Louise Thibodaux
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- Page 27-28 Flying Camera for SCI
- Page 30-31 Courtesy of the South Street Seaport Museum
- Page 33 Courtesy of Windstar Sail Cruises

**JAPANESE FIRM CREATES
ELECTRICITY FROM
SEAWATER**

Oil prices may have dropped in recent years, but that hasn't stopped a Japanese firm from exploring alternate energy sources. And they seem to have found one right in their own backyard—or back ocean—so to speak.

The firm, Nippon Kokan K.K. of Tokyo, has discovered a way to produce electricity from seawater. The technology, known as Ocean Thermal Energy Conversion (OTEC), uses the differentials in seawater temperatures to drive electricity-generating turbines. It works by pumping ocean surface water of 78-degrees fahrenheit into heat exchangers to vaporize a low-boiling-point substance, such as ammonia or Freon gas. The gas then expands and drives the turbine.

Following this, cold water of about 39 degrees is pumped from the depths of the sea to condense the vapor in the heat exchangers, starting the cycle again.

While this method has been successfully tested in small pilot plants with capacities of 50 to 100 kilowatts, the company is working on an economic feasibility study for constructing a 50,000 kilowatt facility in Hawaii.

The unlimited supply of seawater makes this option particularly attractive to the Japanese, who are currently dependent on traditional and costly energy sources. According to Nippon Kokan K.K., utilities that use OTEC will last longer, be easier to maintain and pollute less than coal, oil or nuclear energy plants.

**HONG KONG MAY REPLACE
NEW YORK AS SECOND
BUSIEST CONTAINERPORT**

Hong Kong may surpass New York as the second most active containerport in the world, according to a recent article in the Journal of Commerce.

During the first nine months of 1986, container traffic through Hong Kong rose 14.8 percent and totaled 1.96 million TEUs (twenty-foot container equivalents). The Kwai Chung terminal moved 1.6 million TEUs, an increase of 13.4 percent. Other areas around the port handled 358,000 TEUs, up 21.3 percent.

Hong Kong missed being the number two containerport by 78,047 TEUs in 1985, handling a total of 2.28 million TEUs, compared to New York and New Jersey's 2.36 million TEUs. Rotterdam, the number one containerport in the world, handled 2.65 million TEUs in 1985.

One reason for Hong Kong's growth as a containerport is its 90 percent berth occupancy rate. A rate of 60 to 65 percent is considered good for most ports, according to a Marine Department official. Because longshoremen in Hong Kong work around the clock, seven days a week, containerships rarely experience major delays.

The Kwai Chung complex in the New Territories of Hong Kong now has six berths with 7,500 feet of quay and 220 acres of back-up land.

WAGES FOR FOREIGN CREWS DIP LOWER AS COMPETITION FOR JOBS CONTINUES

While competition for jobs as seafarers continues, pay scales for foreign crews seem to be lower than ever.

According to a recent article in the NMU Pilot citing data compiled by Greek seafarers' unions, shipowners who hire all-foreign crews outside of the master and chief engineer, can enlist a 20 man Korean crew for \$19,000 a month, including overtime, paid holidays, other benefits and hiring fees.

A Polish crew of 22 is even cheaper--about \$17,450 a month, and a Filipino crew of 23 can be hired through a Manila agency for \$11,550 a month.

According to Greek officials, an all-Chinese lower deck of 15 trained men can be signed through official channels in Beijing for less than \$6,000 a month, including standard overtime on weekends, paid leave and agency hiring fees.

LOST BUT NOT FOUND: ONE STEEL BOW FROM 5,554-TON FERRY

It's one thing to look for a needle in a haystack, but searching in a shipyard for a large steel bow from a 5,554-gross-ton ferry ought to be a bit easier.

That's what workers thought at the Versatile Pacific Shipyards, Inc. in Vancouver, British Columbia when the new owner of the ferry asked them to return the bow they had lopped off four years earlier.

The shipyard had cut off the bow as part of a \$9 million conversion to enable the boat, "The Princess of Vancouver," to load and discharge cars fore and aft instead of through a starboard door.

B.C. Steamship Co., Ltd. later purchased the ship and began a \$2.3 million conversion to change the ferry back to a side-loader.

The company had hoped to put the old bow back on the ferry. But it failed to turn up in a search of the shipyard. The general manager of B.C. Steamship Co. surmised that the bow must have been used for scrap metal. No figures were available on how much a new bow would cost.

WIND STAR DEBUTS IN THE CARIBBEAN

Nearly one and a half times the length of a football field and the first electronic cruise sailing ship in the world, Windstar Sail Cruises' "Wind Star" debuted in the Caribbean the end of last year.

The elegant 440-foot, four-masted sailing vessel has been billed as *the* ship of the 21st century. The masts like everything else on the 150-passenger cruise ship are computer-created. The ship's computers monitor speed and wind direction while carrying out the ship's programmed course. Its sails, which are 204 feet high, are augmented by engine power and can be furled electronically in less than two minutes.

Yet despite these technological innovations, "Wind Star's" ambiance reflects elegance rather than high-tech. Rooms are decorated in soft pastels and natural wood and all come equipped with color TV, VCR and satellite-relay telephones.

"Wind Star" sails from Fort-de-France, Martinique, on a seven-day cruise that stops in St. Lucia, Bequia, the Tabago Cays, Mayreau, Grenada, Palm Island and Mustique.

The ship is the first of at least four commissioned by the Miami-based Windstar Sail Cruises, Ltd. They are being built in France at the Societe Nouvelle des Ateliers et Chantiers du Havre.



The Wind Star

Seamen's Church Institute of N.Y. and N.J.
50 Broadway
New York, NY 10004
Address Correction Requested

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