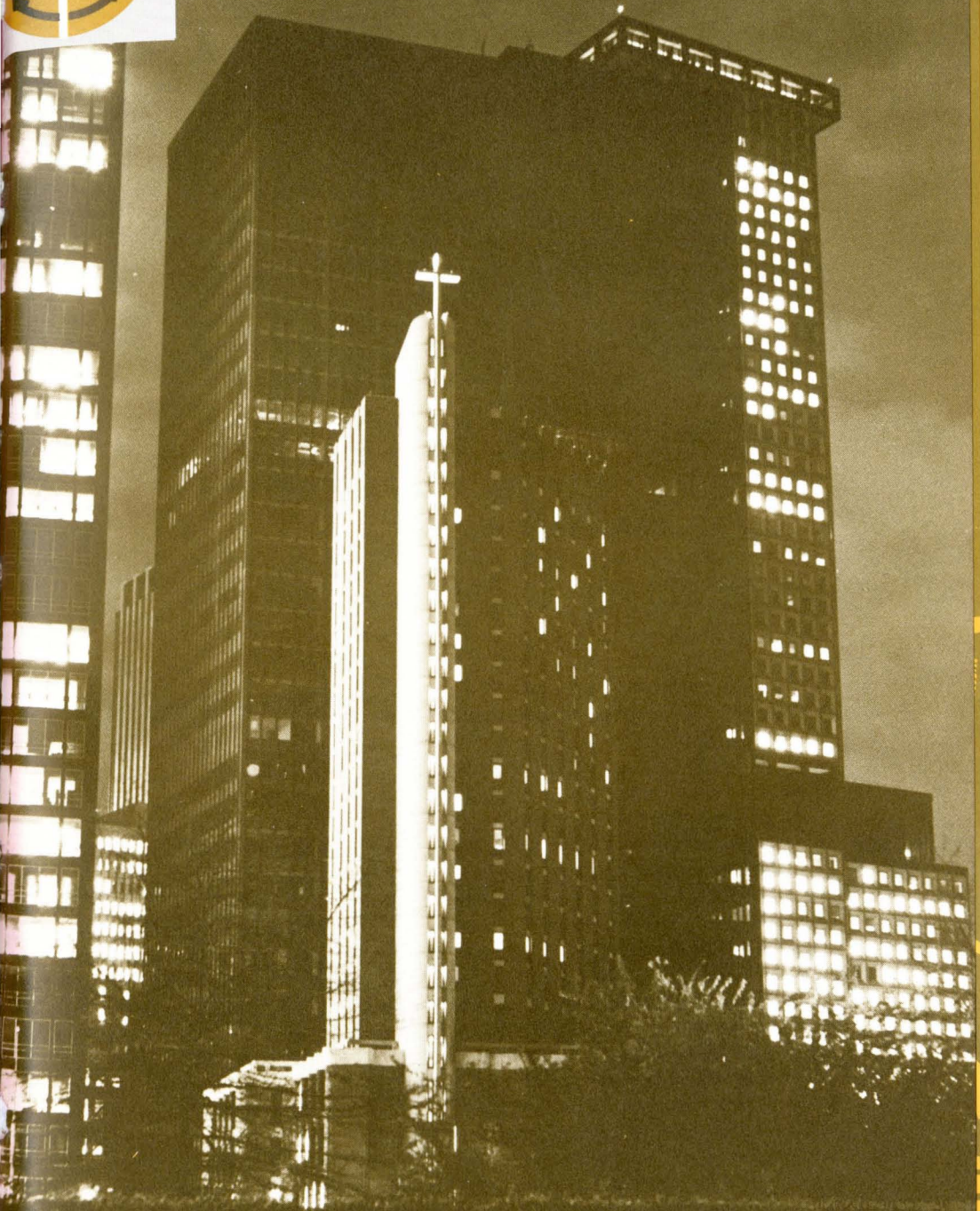




the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



NOVEMBER 1973

THE PROGRAM OF THE INSTITUTE

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

More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

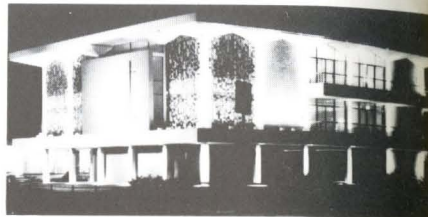
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

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

Although 54% of the overall Institute budget is met by income from seamen and the public, the cost of the special services comes from endowment and contributions. Contributions are tax deductible.



Seamen's Church Institute
State and Pearl Streets
Manhattan



Mariners International Center (SCI)
Export and Calcutta Streets
Port Newark, N.J.

the LOOKOUT

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SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
15 State Street, New York, N. Y. 10004
Telephone: 269-2710

The Right Reverend
Paul Moore, Jr., S.T.D., D.D.
Honorary President

John G. Winslow
President

The Rev. John M. Mulligan, D.D.

Director

Carlyle Windley
Editor

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Home for
Christmas...

...Maybe



For most of our readers, there probably have been times when they just could not go home for Christmas. Perhaps it was that first year on the new job in the big city, the war, a new baby in the family or just too much work at the office to take the necessary time off. Whatever the reason, not being at home with family and loved ones during the holidays made for a disquieting and lonely Christmas.

Yet, for many of the world's merchant seamen *not* being at home for Christmas is often the case.

Although the camaraderie of shipmates gives a sense of fellowship to the holiday, most seamen admit that the familiar motherly kiss; squealing, bright-eyed and excited children; and the loving presence of spouse or sweetheart are all greatly missed.

Others tell of standing on deck gazing at the December stars above the dark night sea and reflecting on the meaning of Christmas.

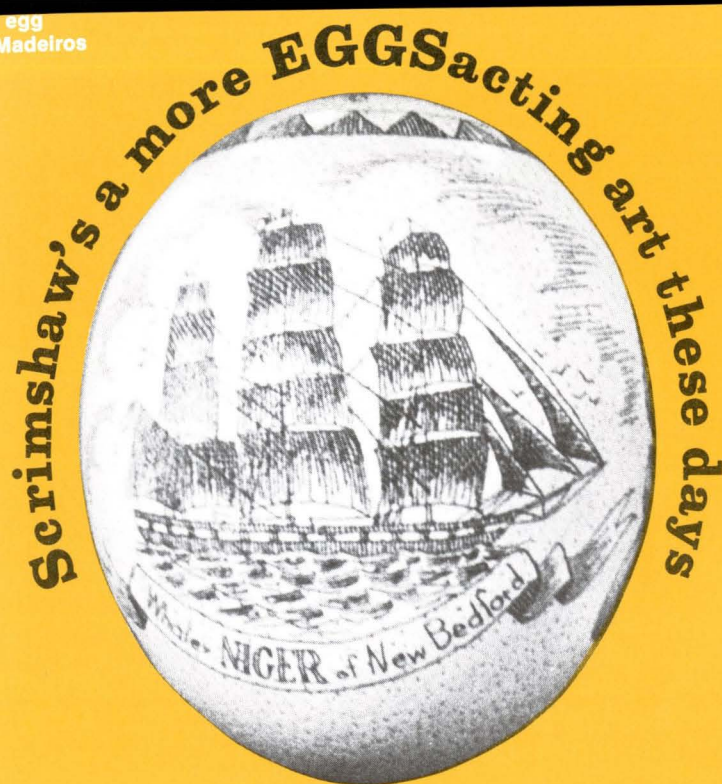
At times like these, the joyful significance of Christmas must inevitably be mixed with some longing for a welcome port and the faces of loved ones.

Knowing this, we at the Institute work especially hard to bring the spirit and joy of Christmas to all the seamen we might reach both at sea and here at SCI during the holiday season. Naturally the holly and ivy deck our halls, Christmas trees glisten and glimmer in our lobby and carols are sung in our Chapel. Ole Mr. Turkey appears on Christmas Day resplendent in his traditional holiday trimmings and on Christmas afternoon a special open house for seamen and their guests is held in our Seamen's International Club.

At sea, thousands of seamen will receive our now famous SCI Christmas Boxes filled with a variety of hand-knitted garments and hand-wrapped gifts. For many a seaman, Christmas will then have truly arrived. He was remembered—even though far away at sea.

For us Christmas is this remembering, caring and sharing; and our efforts here at the Institute are in effect *a Christmas gift from you through us to the world's merchant seamen*. We are grateful for your past support and hope that once again you will help us take the loneliness out of Christmas for those seamen far away from home . . . especially those at sea who would be forgotten on Christmas Day.

A scrimshawed egg
by artist John Madeiros



by P. J. Reale

With the U.S. ban on whaling in effect, and the importation of whale products from other nations also outlawed, scrimshaw craftsmen are faced with shrinking supplies of bone and teeth upon which to work their pictures in the manner of sailors of yore.

Whales' teeth, when they can be found, are costly.

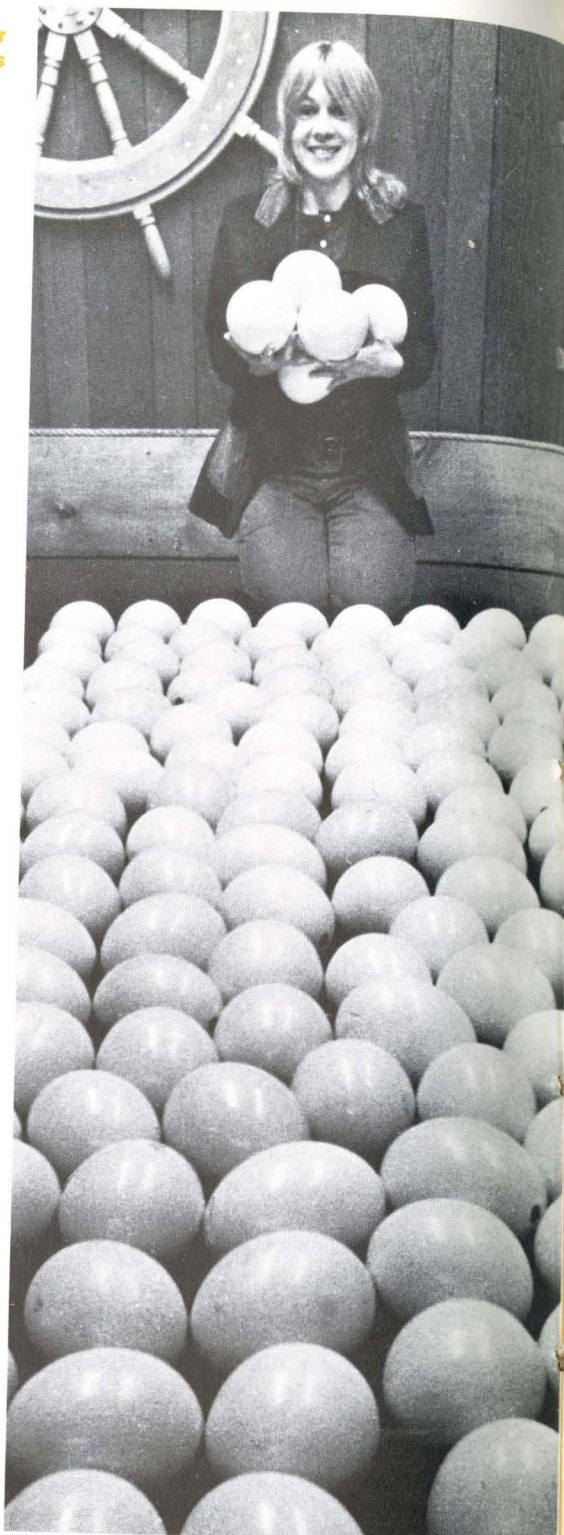
One fellow testifies to laying out \$75 for a single six-inch tooth!

In a Cape Cod outlet, teeth sell for from \$30 to \$35 a pound these days, whereas 10 years ago the price was 85 cents a pound.

The proprietor reports, "We have a widow in town whose husband left several sacks of teeth in the cellar, but she's not about to sell them right now. She knows she's got a good investment. It's like having gold in the cellar."

The situation's ironic, too, because the drying up of supplies occurs when scrimshaw is enjoying a new popularity across the land . . . the carvings

Ostrich eggs for
scrimshaw artists



seen as an American folk art worthy of survival, and scrimshaw jewelry is particularly in brisk demand.

Under the circumstances, craftsmen in increasing numbers are concentrating more on other more common and less expensive materials, like walrus tusk and elephant tusk upon which there is no prohibition.

And even more astonishing is the use of the egg of *Struthio Camelus* or, in plain English, the ostrich.

Moby Dick Marine Specialties of New Bedford has been introducing the eggs from an ostrich farm in South Africa in recent months and 1,000 have already been sold and as many more ordered to satisfy requests, according to owner Joseph Piva.

The ostrich was "king" in the early 1900's, for the largest bird in the world was the source of plumes utilized by the fashion industry. Today it's the eggs that are winning the attention, they being some five inches in diameter and possibly six inches high, and as big as the biggest grapefruit, with a tough-as-fine china, 1/16-inch thick shell drained prior to shipment.

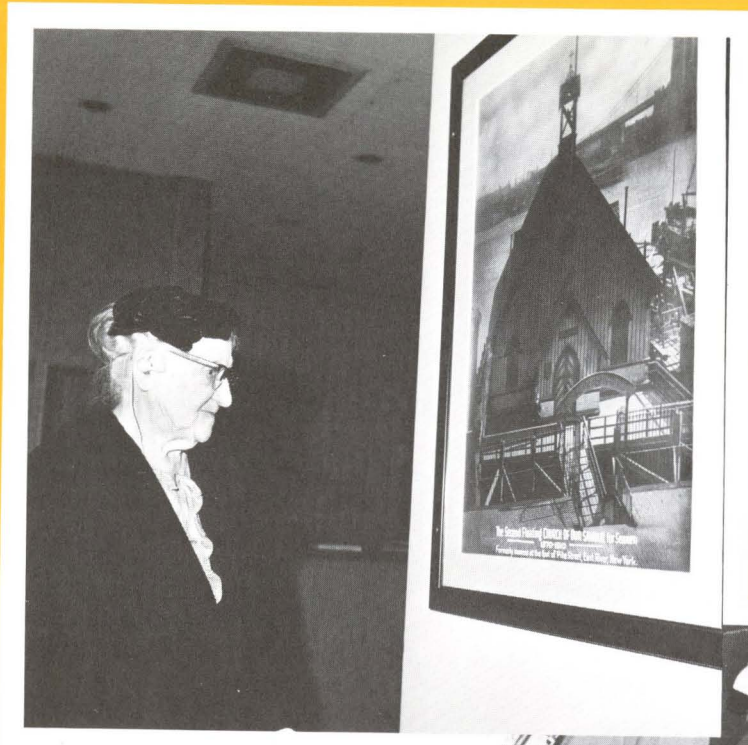
With no scrimshaw on them, the eggs normally go for about \$15 apiece, and with nautical scenes already engraved, the tag could read anywhere from \$90 to \$150, pedestal included.

Jon Medeiros of Dartmouth, Mass., 31, a full-time scrimshaw artist, has done teeth for Rose Kennedy, Ted Kennedy, Florence Henderson, Jane Powell, etc. and the outlets for his work include Disneyland in Florida and

shops in Massachusetts, Hawaii and California. For seven years he has been teaching scrimshaw under an Adult Education Program. Among the first to attempt scrimshaw on ostrich eggs on a large scale, he finds the general public receptive to the idea. "Sales have been great!" However, he advises amateurs to approach *Struthio Camelus* with caution, "It's not the best thing to start with." Despite its appearance, the shell is rough. "Pitted" is the word Jon uses. The rugged texture

of a sperm whale tooth was sandpapered (sometimes with sharkskin) and then rubbed with pumice (or wood ashes from the try works), giving the sailor a smooth surface on which to etch. No such preparation of the ostrich egg is possible. "Unless you've mastered the use of a scribe," says Jon, "the tool is going to slip and slide all over." Jon has his students start with plastic tiles and then move on to the eggs or, if they're lucky enough to get some, whale's teeth.



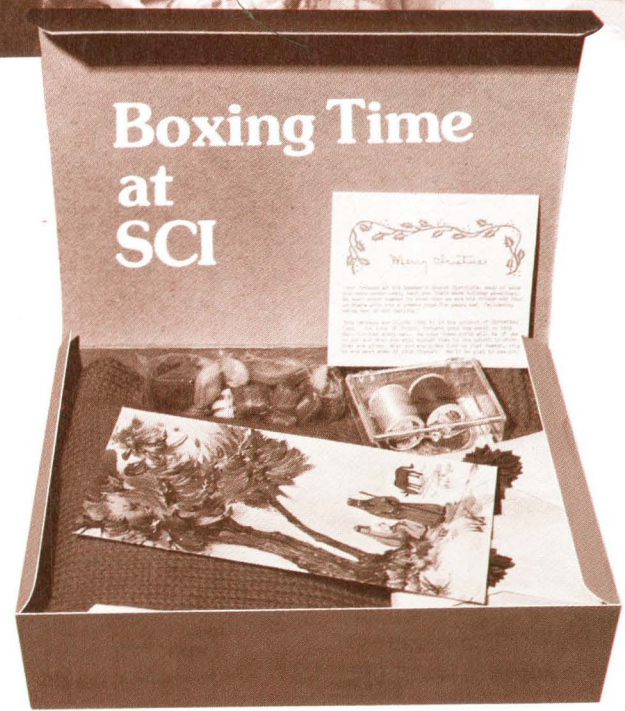
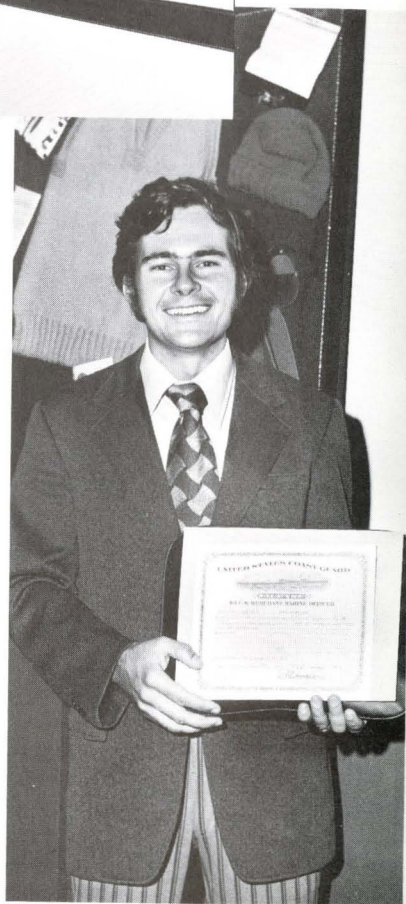


Mrs. Sophia Dohrmann, a recent SCI visitor, looking at a picture of the Institute chapel where she attended Sunday school as a young girl. Built in 1870, the structure was the second Floating Church of our Saviour for seamen and was moored on the waterfront in the East River at the end of Pike Street, New York.

Tom Riles, a recent Merchant Marine School student proudly displaying his newly earned Second Mate's Coast Guard License.

Only 25 years old, Seaman Riles contends that it was the "lucky tie" which he is wearing in the photo which helped him to pass his exams.

The tie had been obtained and loaned to him by one of the members of the Women's Council; and every time he wore it, he scored well on his exam section. The one time he did not wear the tie, he didn't fare so well. When he retook the exam, he wore the tie and came through with flying colors. He also said that it helped to know that there were people at the Institute rooting for him.



If you take 3 tons of wool, 1½ tons of candy, 308,000 pieces of stationery, 40,000 variety items and put them all together, what have you got? Most likely dismay and confusion. But, if you add 2,427 volunteer knitters, 1,779 other volunteer participants, a little supervision and a lot of love you will end up with more than 10,000 of the most beautiful SCI Christmas Boxes imaginable.

For well over 20 years, this annual project has been the means whereby the Institute has seen that thousands of homesick mariners at sea or in foreign ports would receive a gift on Christmas Day — often the only gift they receive from any source.

MAMMOTH JOB

To accomplish such an enormous project requires the enlistment and



A Christmas Tree made from balls of yarn will decorate the SCI Christmas Room this year. Made from the same wool which volunteers use to knit garments for the seamen's Christmas boxes, it is a colorful and apt reminder of the many hands and hearts which work together fulfilling this unique yuletide project.



guidance of approximately 4,000 active volunteers scattered throughout most every state in the nation. It also requires volunteers to assemble and pack all the various items in each box; plus wrapping the boxes prior to distribution to the hundreds of ships which will be at sea on Christmas. No where else in this country or in the world is there a similar project of this magnitude.

Each year the work continues to grow. For instance, in 1963, ships representing 13 different countries received boxes. Last year 10,265 boxes were distributed to 201 ships flying the flags of 50 different nations with many additional nations represented among the crews themselves. Probably few undertakings put so much international goodwill afloat.

By late summer of each year, a steady stream of boxes containing hand-knitted scarves, gloves, watch caps, socks and sweaters start arriving at the Institute. Soon the bins in the Women's Council workroom are filled with thousands of garments; and in late October the Council's "Christmas Room" officially opens. From then till

Christmas Eve dozens of volunteers will fill the room daily, working long hours preparing and wrapping the thousands of Christmas Boxes for distribution.

SANTA'S SECRET

SCI ship visitors will then deliver the plainly-wrapped cartons containing the boxes to the ships by pre-arrangement with each ship's officers. That way the cartons can be unobtrusively taken aboard and stowed away unknown to the crew.

Then on Christmas Day . . . Surprise — and dozens of faces on hundreds of ships will break into smiles as the now-famous SCI Christmas Boxes magically appear.



To execute such an undertaking requires considerable funding for both staff and materials. That is why monetary gifts to the Institute are especially appreciated during the Christmas season. If you would like to lend your support to this special and unique Christmas project we would be most appreciative. A mailing envelope for this purpose is included in this issue.

Merry Christmas

Your friends at the Seamen's Church Institute, many of whom you have never seen, send you their warm holiday greetings. We want every seaman to know that we are his friend and that we share with him a common hope for peace and fellowship among men of all nations.

This package and 10,000 like it is the product of Christian love. The love of Christ, brought into the world on this day, touches every man. We hope these gifts will be of use to you and that you will accept them in the spirit in which they are given. When you are in New York or Port Newark, stop in and meet some of your friends. We'll be glad to see you.

JOYEUX NOEL

Vos amis de Seamen's Church Institute, que pour la plupart vous n'avez jamais vus, vous envoient leurs meilleurs vœux de Noël. Nous voulons que chaque marin sache que nous sommes ses amis et que nous partageons avec lui le même espoir de paix et d'amitié entre les hommes de toutes les nations.

Ce paquet, ainsi que les 10,000 autres, sont le produit de l'amour chrétien. L'amour que Jésus a apporté dans le monde touche chaque être humain. Nous espérons que ces présents vous seront utiles et que vous les accepterez dans le même esprit qu'ils vous ont été donnés. Quand vous serez à New York ou à Port Newark, venez faire la connaissance de quelqu'un de vos amis. Nous serons très heureux de vous voir.

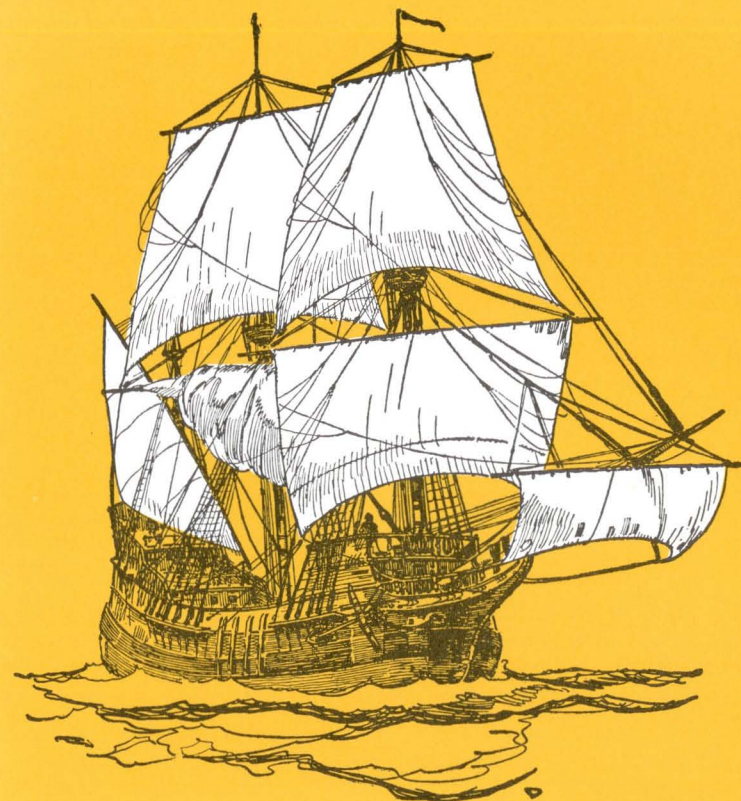
ΚΑΛΑ ΧΡΙΣΤΟΥΓΕΝΝΑ

Οι φίλοι σας από Seamen's Church Institute, πολλοί από τους οποίους δεν γνωρίζετε, σας στέλλουν τις πιο θερμές ελπίες. Ελπίζουμε κάθε ναυτίλος να γνωρίζει ότι έχει κάποιον φίλους και ότι μαζί του έχουμε μία κοινή ελπίδα για καλό-τητα ειρήνη και συνδουλότητα.

Αυτό το πακέτο και άλλα 10,000 είναι ένα έργο αγάπης Χριστουγεννιάτικης αγάπης. Η αγάπη του Χριστού φέρει αλήθεια την ημέρα κολλίς ανανήσιμης. Ελπίζουμε πως όλες οι δωρεές θα τα λαμβάνετε με τον ίδιο κέλευμα που έχουν δοθεί. Όταν βρισκόσθε στη Νέα Υόρκη ή στο Νιούαρκ, έλθετε να συναντήσετε τους φίλους σας ή κάποιον από αυτούς.

BUON NATALE

I tuoi amici del Seamen's Church Institute, molti dei quali tu non hai mai visto, ti inviano il loro più caloroso augurio per le Feste. Noi vogliamo che ogni marinaio sappia che gli siamo amici e che dividiamo non lui una comune speranza di



The Man Who Sailed the Mayflower

Captain Myles Standish, William Bradford, the first Governor of the Plymouth Colony, William Brewster, the great religious and civic leader at Plymouth, and John Alden, the Mayflower cooper, are all names which historians will never forget when referring to the landing of the Pilgrims at Plymouth, Massachusetts, in 1620. But there is still one man whose sacrifice and contributions to the voyage has never received proper recognition. He is the captain and master of the *Mayflower*, Christopher Jones.

He gained little from the voyage but experience, and had everything to lose in the venture. He gave up his home, wife, and children to undertake a journey through seas that had been charted but were still unknown.

Jones was born in 1570 at Harwich, in Essex, England. It was a famous seaport for the Crown's ships. Chris-

topher, like many of the young men of his day looked to the sea for the thrill of adventure. At the age of eight he was sneaking down to the wharves to watch the incoming vessels. By the time he was eighteen he was a good seaman. Fortunately, Jones was not engulfed in the great battle for England's life in 1588 when the Spanish Armada was destroyed by Sir Francis Drake and storms. Instead he was transporting dried fruit to France and fish to Norway.

By 1593 he had earned enough money to marry. He had a son, but there were only ten happy years of marriage. His wife died and Christopher Jones soon remarried—a Harwich widow. At the age of thirty he was a seasoned seaman and had his own ship, a 240-ton vessel. He named it after his second wife—Josian. It was a sturdy vessel, and was still in

by Melvin M. Parrish

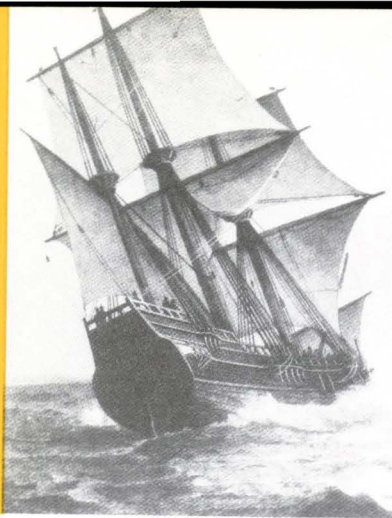


Sincerely,

John A. Sullivan

DIRECTOR

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



service when Captain John Smith landed at Jamestown, Virginia, in 1607.

In 1608 Captain Jones "sold the ship" to one Robert Bonner. However, historians believe an outright sale was not negotiated but rather an exchange of ships in which Jones became part owner of the *Mayflower*. There were many *Mayflowers* at the time, for it was a popular name.

Captain Jones and the *Mayflower*, a 180 ton vessel, ploughed the waters from Norway to Spain carrying such cargo as wine, salt, satins, and even freighting hats.

Jones faced mutiny only once, when his ship was lying peacefully in the Thames River. A stranger came aboard to inquire about the drowning of one of the seamen on an earlier voyage. He pretended to represent himself as an officer of the King. The culprit almost succeeded. The crew became rowdy, raided the wine cargo, and caused quite a disturbance. Jones had to deal harshly. He put the rebellion down by placing some of his men in irons.

By 1610 he had moved to London. He had accumulated some means, since trade had been good. As the years passed he had six more children. Two died but he still had two sons and two daughters to share the warmth of his fireplace when he wasn't at sea.

Upon reaching the age of fifty, Captain Jones became involved in one of the greatest sea adventures he had ever known. It was an adventure that entrusted him with one hundred and one passengers and crew of forty-eight which he brought safely to the New World. He survived storms, food shortages, the death of one passenger and a sailor, plus the birth of a boy and a girl on the high seas. What he thought was the Virginia Colony, the Pilgrim's original destination, turned out to be New England due to the ship having been driven off course by a storm.

Captain Jones had planned an early return to England, but realizing the plight and condition of the Pilgrims, he delayed his sailing until the following year.

On April 5, 1621, the *Mayflower* hoisted its sails and soon vanished on the horizon, never to return to America again. Not one of the stout Pilgrims returned to England and the Captain never had occasion to see any of them again.

The ordeal of the voyage and its hardships were too much even for the robust Captain Jones. For awhile he was sailing his old routes in the Atlantic, but only for a short time. The winter at Plymouth had weakened his condition, and he died at his birthplace, Rotherhithe, and was buried in the churchyard by St. Mary's Church, March 5, 1622.

Captain John Smith, who founded the Jamestown settlement, had once said the *Mayflower* was not seaworthy for such a voyage across the Atlantic. He was wrong. The *Mayflower* outlived its master by two years before it was scuttled.



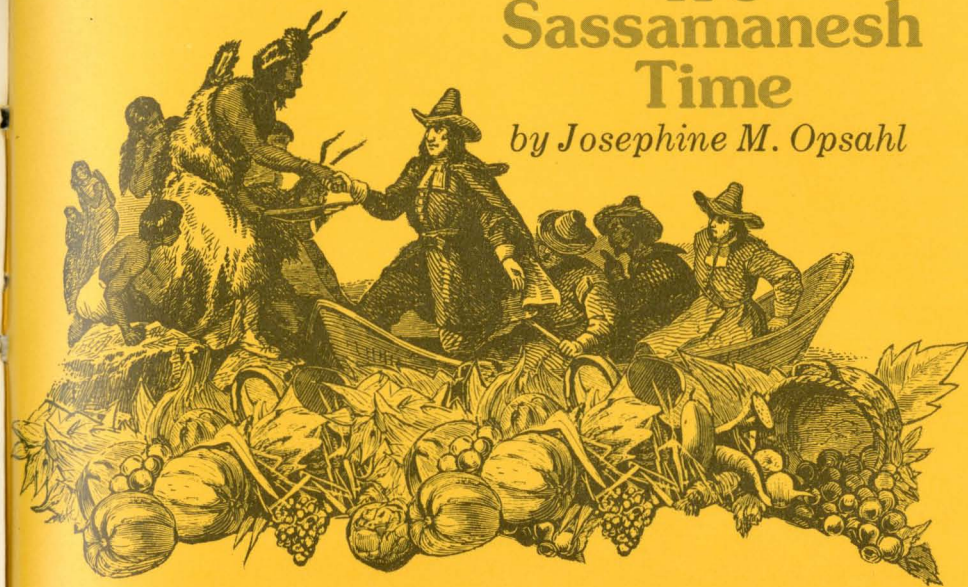
NO CHOICE

The bravest of souls were the Pilgrims
To withstand such a perilous trip—
But was there much choice in the matter
Since they couldn't get off the ship!

Jean B. Boyce

It's Sassamanesh Time

by Josephine M. Opsahl



Yes, indeed, these sunny Indian days are certainly Sassamanesh time. Window boxes and cellophane bags of the new cranberry crop are on grocer's display racks. Although the Pilgrims called these small red berries which ripened in nearby swamps in the crisp fall weather "crane berries" — now shortened to cranberries — the Cape Cod Indian name was Sassamanesh.

Being a real American food, cranberries were here when the Pilgrims came. The Indians taught their new neighbors to mash the berries with dried deer meat and animal fat to make pemmican, one of their own favorite foods. Liking the sharp spicy flavor of cranberries, the Pilgrim mothers found them a good substitute for English gooseberries which they did not have in their new home.

It is thought that cranberries were eaten with wild game and turkey at our nation's first Thanksgiving dinner in 1621, but no one has been able to verify the fact. Diaries and other records give accounts of the feast but they do not specifically mention cranberries as being part of the meal. But be that as it may, when the Pilgrim mothers served cranberry sauce made with fine Lisbon

sugar with roast wild turkey, they started a custom which has become an American tradition.

Today thanks to a frugal minded Boston lawyer named Marcus L. Urann, Sassamanesh time extends around the calendar. Seeing the large piles of spoiling berries piled behind warehouses for want of a market when the crop was large, he decided to do something about it. He not only worked out a recipe for cranberry sauce which tasted like home-cooked sauce, but he helped to stir the first batch, filled it into cans, designed labels and went out and sold it.



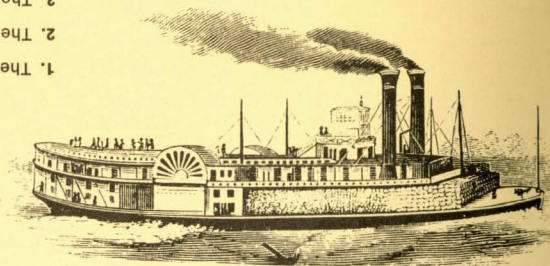
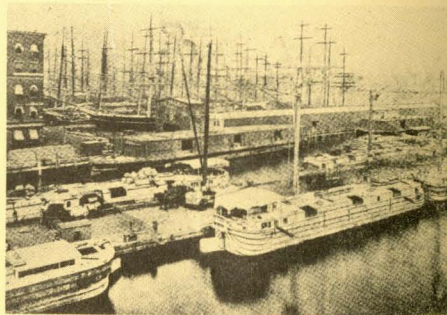
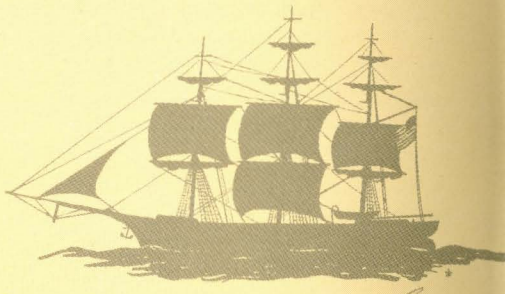
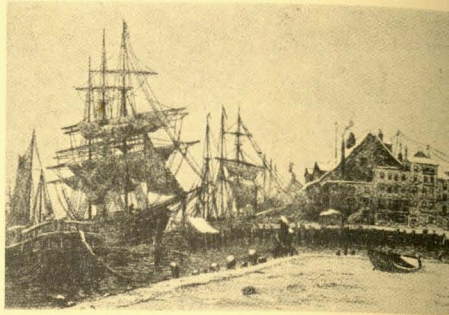
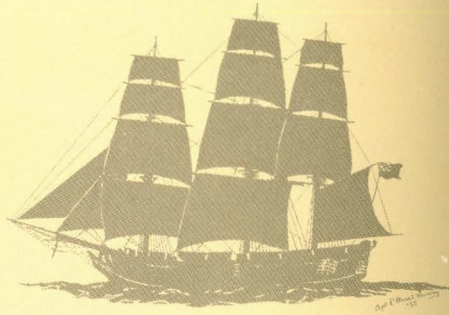
This first cranberry sauce canning was done in 1912.

Today we not only enjoy sauce but jelly, catsup, relishes, juice, and other goodies made from cranberries at Thanksgiving but throughout the year.

*A Nautical Quiz for
the kiddies (and adults)
during the Holidays*

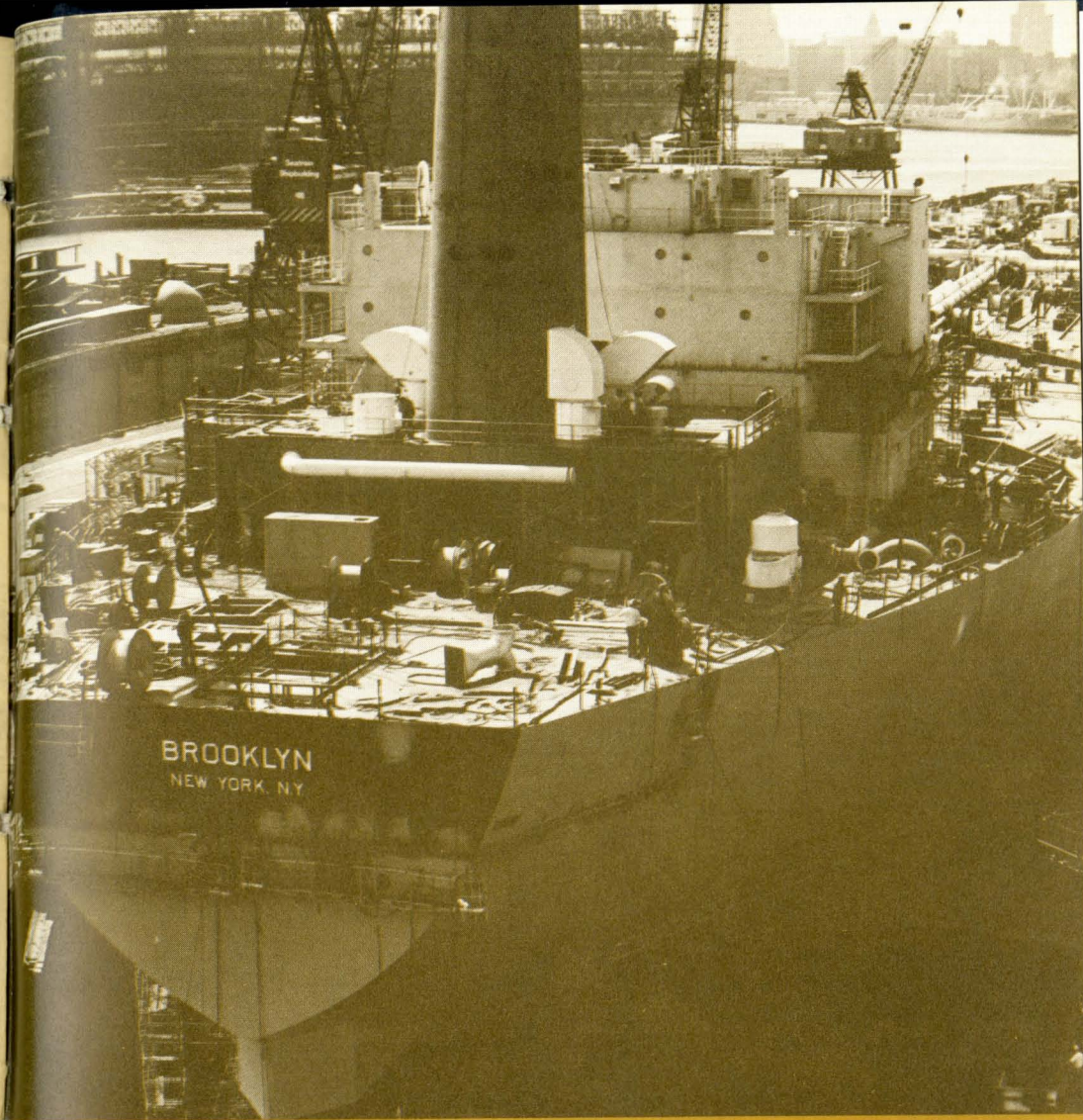
CAN YOU NAME THESE FAMOUS SHIPS?

1. Noah brought two of every living thing onto it.
2. Used by Henry Hudson in exploring the bay now bearing his name.
3. Christopher Columbus made his first journey to the New World on these.
4. The ship Jason used to search for the Golden Fleece.
5. The world's first steamboat. Developed by Robert Fulton, it traveled at a speed of five miles an hour.
6. It carried the Pilgrims to America.
7. These ships brought the Jamestown settlers to the New World.
8. The Boston patriots dumped chests of tea from this ship into the Boston harbor.
9. Thor Heyerdahl sailed this papyrus ship across the Atlantic to prove that ancient Egyptians could have reached South America via similar ships centuries ago.
10. Used by Cyrus Field in successfully laying the first cable across the Atlantic.



ANSWERS

- | | |
|---|--|
| 10. The Great Eastern | 5. The Clermont |
| 9. The Ra II | 4. The Argo |
| 8. The Dartmouth | 3. The Santa Maria, The Nina and The Discovery |
| 7. The Goodspeed, The Susan Constant, and The Discovery | 2. The Half Moon |
| 6. The Mayflower | 1. The Ark |



**Largest U.S. Ship
Ever Built
Christened at
Former Brooklyn Navy Yard**

Recently the largest ship built to date in the United States and the largest ever to fly the American flag was christened at the former Brooklyn (N.Y.) Navy Yard.

Her name, the *Turbo Tanker Brooklyn*. At 225,000 deadweight tons she is 1,094 feet long and is capable of carrying 1.5 million barrels of oil.

Built by Seatrain Shipbuilding Corporation, a subsidiary of Seatrain Lines, Inc., the *T. T. Brooklyn* incorporates many unique, engineering features which contribute to the simplicity of construction; ease of maintenance; and the safe, efficient, pollution-free operation of the ship.

The bridge deck contains the latest advance navigation equipment such as two separate radar systems, direct control of engine speed and direction by the bridge officer and a special navigation system which can determine the ship's position within one mile—anywhere on earth. In addition, the *T. T. Brooklyn* employs the new doppler devices which measure the ship's speed in relation to the ocean bottom and give the fore, aft and lateral speeds in inches per minute during docking.

Not only is the *T. T. Brooklyn* a valuable addition to the American fleet, she is also a prime example of a highly advanced supertanker which requires highly-trained, competent, technically up-to-date merchant seamen to operate her.

It is also interesting to note that this largest U.S. ship (to date) was built in what is likely the oldest active shipbuilding site in the United States. For more than 193 years this area of the Brooklyn Navy Yard has built such noteworthy vessels as the merchant ship *Canton* (c. 1780); the *Fulton II*—which ushered in steam propulsion; the *Monitor*—the first ironclad battleship; and, the steel-hulled *Maine*.



Autumn at the Institute

Seamen's Church Institute of N. Y.

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IN
THE SPIRIT
OF THE SEASON WE
INVITE YOUR SPECIAL
CHRISTMAS GIFT THAT WE MAY
MAKE CHRISTMAS BRIGHTER FOR MANY
LONESOME MEN FAR AWAY FROM HOMES AND
FAMILIES WHO MAKE THEIR HOLIDAY HOME WITH
US. IF YOU ACCEPT YOUR RESPONSIBILITY AS YOUR
BROTHER'S BROTHER, PLEASE GIVE GENEROUSLY TO HELP
US IN OUR WORK, ESPECIALLY DURING THIS HOLIDAY SEASON
WHEN JUST HAVING A FRIEND MEANS SO MUCH... NOT ONLY TO OUR
AMERICAN SEAMEN, BUT
TO HUNDREDS OF SEA-
FARING BROTHERS
☒ VISITING WITH ☒
US THIS YEAR WHO
NEVER HAVE EXPERI-
ENCED THE WARMTH
AND FELLOWSHIP OF CHRISTMAS