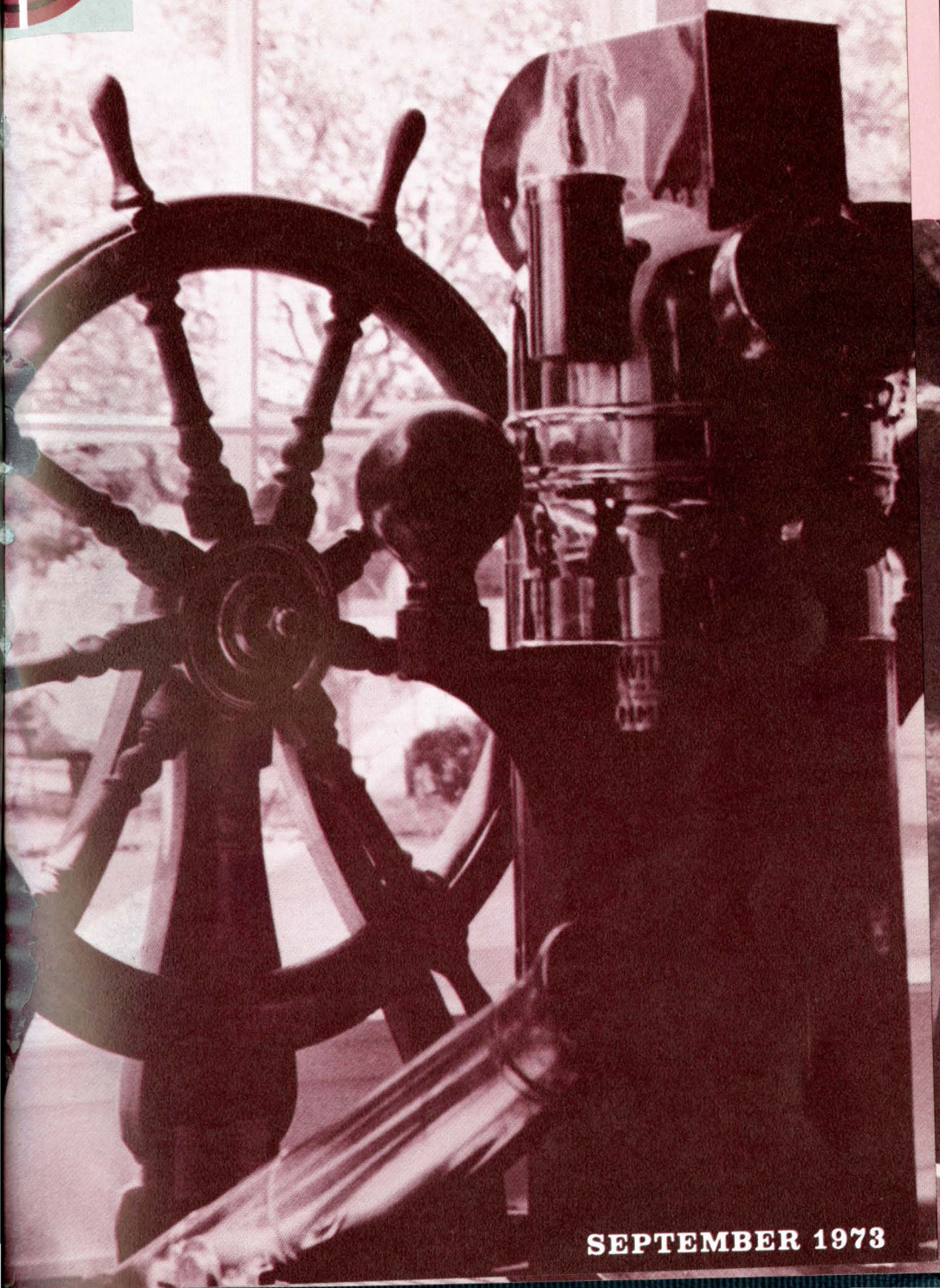




the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



SEPTEMBER 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.

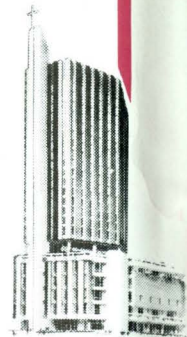
More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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.

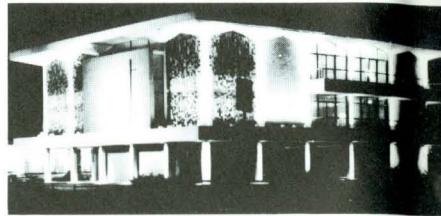
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

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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The Conrad Library —

more than

“Just a
Collection
of Books”

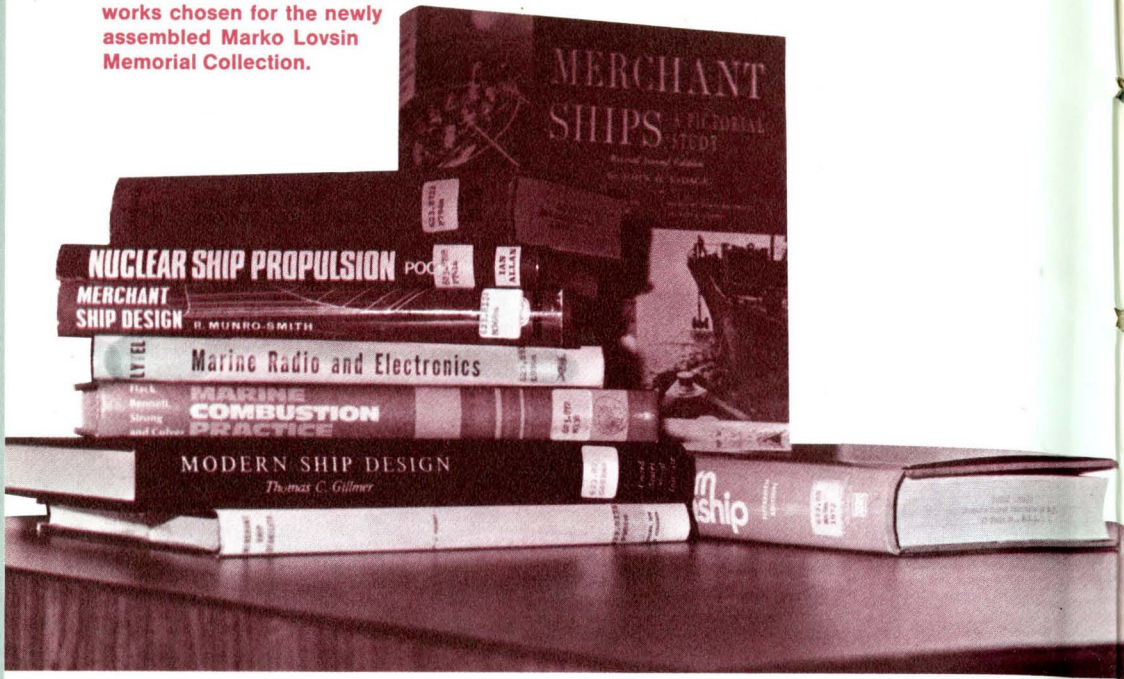
Recently, the Joseph Conrad Library received two outstanding collections of books — one a private, general maritime collection; and, the other, a memorial collection honoring a deceased merchant seaman.

In discussing these two collections with Douglas Whiddon, SCI librarian, it became fascinatingly apparent that *today's* Conrad Library is more than “just a collection of books.” Rather, it is a unique, specialized library assembled with specific objectives in mind.

As Mr. Whiddon explains it, the primary purpose of the Conrad Library — like that of the Institute — is to serve merchant seamen. Besides providing for his leisure or general reading, the library has a particular responsibility to aid the seaman with materials and staff assistance suitable for his needs in the area of reference, research and education.



A few of the textbooks and reference works chosen for the newly assembled Marko Lovsin Memorial Collection.



The library's secondary function is to promote the work of the Institute through interlibrary co-operation in New York and throughout the nation.

For example, as a source of maritime research, the Conrad Library has earned a considerable reputation. Thus Lloyd's Register of Shipping saw fit to turn over all their old volumes of the Register to the library provided that they could refer questions to our library staff. Recognizing the care and professionalism exercised in operating the SCI library, the law firm of Haight, Gardner, Poor and Havens (a firm specializing in maritime law) added to the library's collection of the Record of the American Bureau of Shipping. For reasons such as these, the Conrad Library now has one of the nation's outstanding collections of ship registers available to seamen and other members of the maritime industry.

Because of the rapidly changing demands in maritime education, the Conrad Library has necessarily felt the need to expand its collection of current

maritime textbooks, reference books and periodicals. In addition, maritime yearbooks, journals and various aids to navigation are maintained as an aid both to our Merchant Marine School students and students involved in our maritime adult education program as well as to the seaman doing reference or research on his own.

Naturally, leisure reading is not neglected and books appealing especially to seamen are kept on shelf. More than fifty periodicals and magazines, both specialized and general knowledge plus a variety of newspapers and trade papers are also maintained.

Paperback and Foreign Language Books

Besides on-shelf general reading, the Library's "paperback" program is also a vital part of seamen's shipboard leisure-reading activities.

Each year more than 14,000 bundles of books or magazines are placed aboard merchant ships.

Paperback books because of their

portability are particularly suitable for this purpose as are periodicals which do not date (i.e. National Geographic, Fortune, Sports Illustrated, Natural History, etc.) and foreign language magazines.

Over the years, the Reader's Digest Association has generously provided the library with regular quantities of their foreign language editions for shipboard distribution and Time-Life, Inc. and Mrs. Elizabeth Zachariassen of the U.N. Secretariat News have also helped us maintain an adequate supply of foreign language publications. The Walter J. Black Company is a regular contributor of new hard back editions.

Paperbacks are also solicited from the neighboring business community twice yearly with the next drive being held this month — September. Not only does this drive allow office personnel to clear their desks of subway and lunch-time reading material, it also extends the use of the books and provides many

hours of enjoyment for men at sea. New hardbacks are also received.

Other Facilities

In addition to the above, the Conrad Library also maintains a maritime "vertical file," a listening room with cassette recorders and phonograph and a microfilm reader for research use.

Within the above framework one can well understand why the following two new collections have particular significance.

The Edward D. Untemeyer Collection

The Edward D. Untemeyer Collection is a general maritime library assembled by a man who loved the sea; who enjoyed collecting and reading maritime books during his own lifetime and who wanted his collection (on his death) to go to a library where it would be properly maintained but available for reading enjoyment and research and not just "housed in a repository." For this



A small sampling of the more than 600 books from the Untemeyer collection illustrating the variety and quality of this unique private library.



reason, Mr. Untemeyer offered us his collection and after examining its catalog, his library was gratefully accepted.

Of the 660 volumes in the collection, about 60-70 are on yachting, 100-120 on the history of shipping, shipping lines, sailing records and specific vessels. Over 100 volumes are on naval topics, 50-60 are about steamships and their captains; and approximately 125 volumes are yarns, fiction and biographies connected with cargo vessels and voyages. In addition, some 40 books are works of considerable literary repute and a number of limited editions and first editions are also included. A personal maritime collection of such fine discrimination is always a welcome addition to a library such as ours.

The Marko Lovsin Memorial Collection

The Marko Lovsin Collection is a select compilation of new maritime textbooks and other technical books greatly needed by the Institute. The collection honors Officer Lovsin who died as the result of the recent New

York Harbor collision of the Sea Witch (he was serving aboard the Sea Witch on his last voyage).

Lovsin had been a seaman since his youth, rising in grade from deckhand to 2nd officer. Over the years he often attended the SCI Merchant Marine School to prepare for his up-grading examinations and the Conrad Library was his reference source and study hall.

Knowing this, his wife, Mrs. Jessie Lovsin, and his friends thought it appropriate that they provide a collection of modern technical books in his memory for other seamen's use. They realized that such books are expensive but vital to the proper training of today's seamen and wanted a living memorial to Officer Lovsin. Naturally, the Institute was pleased to be so honored.

Both collections will be integrated into the library's current collection of 15,000 books, but each book will carry a nameplate commemorating the donor. Thus, the reader will know that the book in his hand honors a man who loved the sea and respected those who sail her.

SCI Hosts Sightseeing Tours for Russian Crewmembers



Three times this summer, the Institute was pleased to provide more than 200 crewmembers of the Russian passenger ship, MIKHAIL LERMONTOV, with sightseeing tours of New York.

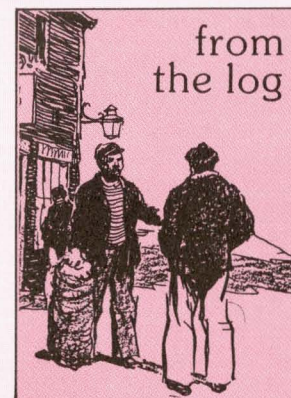
For most of the crew, it was their first trip to the United States and SCI was pleased to host their first real look at America during the few hours they had off duty.

The Institute fully realized that security precautions, political protocol, etc. would make it difficult for our gestures of goodwill to be accepted without suspicion or thoughts of ulterior motive. However, we felt it important that both officials and crew members realize that we welcome their arrival

as seafarers to this city, and that we extend to them the same hand of ecumenical friendship and desire to serve which we offer to all seamen of the world.

Dr. Mulligan, our director, reported that at the Captain's welcoming reception aboard the LERMONTOV, he noted that the crew's contingency was about evenly divided among men and women and that there were a number of women of officer grade.

He also reported that the ship was comfortable, the ambiance friendly and that crew members gave a floor show of native folk music, dance, etc. plus specialty acts which was an unqualified success.



from
the log

During the month of June SCI ship visitors called on 307 ships representing over 35 countries in the New York/Port Newark area.

At our Mariners International Center in Port Newark many seamen took to the great outdoors and organized soccer games and other field events. Single ship teams as well as composite groups participated.

Indoor activities at MIC were highlighted by a reception service and dance in support of the Korean Seamen's Church and the Institute. The Rev. Chulho Awe joined Chaplain Basil Hollas in a service of Thanksgiving in the chapel. During the service a citation of appreciation was presented to the Mariners International Center for its continuing service to Korean merchant seamen.



The Prattfall 2 Dixieland jazz musicians "jamming" for seamen and their guests at a recent concert in the Seamen's International Club.



Anthony Newman, executive director of the New York Landmarks Conservancy getting ready to tackle all that work in his briefcase. The New York Landmarks Conservancy is a newly-formed, not-for-profit organization dedicated to the retention and re-use of selected notable New York buildings. Currently the Conservancy is exploring ways to rehabilitate and utilize the soon to be vacated U. S. Custom House. The Custom House is a neighbor of the Institute, so SCI was glad to share an office with the Conservancy while it works to maintain one of the finest quality buildings in New York City.



Samuel Feinstein and his wife take a break from hosting a busy party of SCI staff and seamen celebrating Sam's retirement.

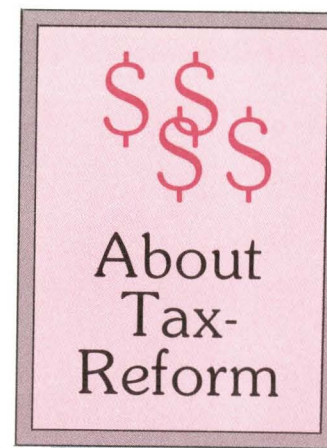
A member of the U. S. Post Office for 43 years, Mr. Feinstein's amazing facility with names enabled him to greet thousands of individual seamen by their first names even though he may not have seen a particular man for months or years.

The party was given "after closing hours," of course.

PLEASE NOTE

Inadvertantly the author's name was omitted from last month's article entitled *The Living Fossil of the Atlantic*. Her name is *Monica J. Cook* and she is as charming a person as she is talented a writer.

Also, should any of our readers not have received their July-August issue, please let us know and we will forward you a copy. There have been some problems in delivery of this issue and we wouldn't want you to miss it. Just drop a note to *Lookout*, 15 State Street, New York, N. Y. 10004.
editor



and The Social Service Agency

For well over 100 years now, many interested and concerned persons have seen fit to support this Institute through tax-deductible charitable contributions. Their gifts have been both an expression of Christian concern for the world's merchant seamen and also a tangible recognition of the separation of private responsibility and authority from that of public government control.

For the Institute, the results of this continued monetary support over the years have allowed for the growth and development of a social service agency whose works, services and human concern are known and respected wherever men sail the seven seas.

Yet today, during a time of spiraling inflation, when still our mission grows larger as the world grows smaller, we find the issue of tax-reform very much in the air.

Certainly, there are tax abuses which ought to be corrected. However, in some circles, it is not only the outstanding abuses but the entire principal of tax deductible, charitable contributions which is under attack. Should this reform movement continue to grow

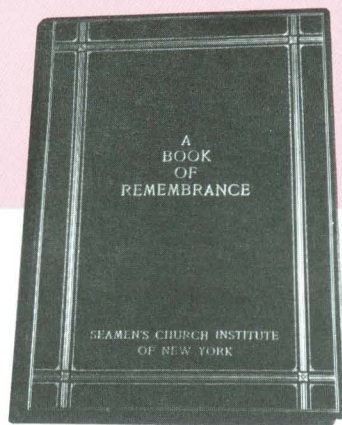
and be put into effect, it will undermine the traditional basic means of support independent agencies have always received.

Tax exemption is the time-tested American way by which the national and local governments can provide a supporting floor for independent voluntary agencies and institutions who carry out work for the public good. Without it, many worthwhile agencies and institutions will necessarily close their doors.

All of us who are deeply involved in the life and work of the not-for-profit social agencies of our land must be careful to see that we keep our position before the legislatures and the Congress and oppose any trends to undermine the survival of our work. We therefore ask all our friends to oppose those so-called "Tax Reforms" which will restrict private philanthropy.

It would take only a few changes in the law to obliterate these independent social service agencies and the society would be poorer for their disappearance.

We need your support.



Twenty-First Anniversary A Book of Remembrance

Twenty-one years ago the late Stephen and Martha Comstock of Newark, New York, brought to fruition a desire which they had long cherished.

Their benevolent project was inspired by the custom of hand lettering and illuminating the very early Bibles, wherein the names of the most important saints were lettered in red, and each saint's day was thus designated a "Red Letter Day."

It was the Comstocks' thought that all of us have a red letter day which we wish to commemorate. Their concern was to find a way by which a "Red Letter Day" Gift and the memory of its donor would endure.

The Comstocks, who were devoted supporters of the Institute's work, consulted with the Seamen's Church Institute to determine how their mission could best be accomplished.

It was determined that the annual interest on an investment of \$10,000 would (at that time) close the gap between the Institute's income and the actual cost of ministry to men of the sea for a twenty-four hour period.

Subsequently, the Comstocks pre-

sented the Institute with a magnificently carved, glass-topped oak case containing a hand-tooled maroon leather-bound "Book of Remembrance." Between its covers are vellum pages for the days of the year. This gift was accompanied by their "Living Endowment" check for the Red Letter Days they had chosen. An individual page was handsomely engrossed for each of the days they selected, and inscribed with the special message indicating the event or occasion they wished to memorialize.

During their lifetime the Comstocks paid visits to the Institute's Chapel on their "special days," when the Book of Remembrance reposed in its place of honor, open to their page. The Comstocks have passed away, but not the memory of their benevolence.

Others have followed their inspiration, either through Living Endowments or bequests. Each year, on the anniversary date of the event cited, the person or persons memorialized are included in the special prayers during religious services held in the Institute's Chapel. The book remains open to their



page for that day, and so it shall be, in perpetuity, through "The Book of Remembrance."

Do you have a "Red Letter Day"? If so, what better way in which to honor some loved one, or an event, whose memory is cherished?

To those who might ask, "Why does the Institute have a 'gap' between its daily operating cost and its earned and special income," the explanation is simple. It is because most of the various Institute services to seafarers are given without compensation; only the hotel and food services "pay their own way"—as the expression goes—out of the Institute's total operations. A perusal of the Annual Report makes this abundantly clear.

The Institute, its Board of Managers, its founder, its Charter, have mandated that ministry to seafarers means a *total* ministry to the whole seaman—with all that *total* implies...

Functioning within this concept and context, then, it is likely that the Institute will continue to incur an annual deficit until an Institute endowment of sizable proportions is achieved. The

Endowed Red Letter Day Memorial plan is a way toward such an achievement.

Some persons may prefer to "build up" the sum of ten thousand dollars with the Institute over a period of time. Others may do so by bequest. Either is acceptable within the Red Letter Day Memorial plan and should probably be discussed with an attorney from several viewpoints, tax deductibility being one.

If there is a Red Letter Day in your life, please write to me.

THE REV. JOHN M. MULLIGAN, D.D.
Director

SUGGESTED RED LETTER DAYS

- Birthday
- Wedding Day
- Child's Birthday
- Anniversary
- Memorial to a loved one
- Occasion for giving thanks
- Beginning or end of memorable event
- Escape from near tragedy
- A cherished, but undisclosed event

Sea Bear Captain tells tale of Bravery & Rescue

Sitting here at SCI smiling, and relaxed, it hardly seemed possible that only a week earlier, Captain Reinaldo Muñoz had been in command of a disabled, powerless and sinking vessel tossing in high seas some 270 miles off the coast of Florida.

According to him it was only the bravery of his men and the response of the Coast Guard and passing ships which allowed the entire crew to be rescued without injury or loss of life. However, as the interview progressed, it was also apparent that the Captain's concern for his crew, and his excellent command ability played an important part in the safe outcome of a potentially tragic event.

At the time of the disaster, Muñoz was Captain of the SEA BEAR, a Cyprian freighter sailing from San Juan,

Captain Reinaldo Muñoz (l) the Lookout editor and Chief Engineer Juan Palma Garces discuss the recent SEA BEAR disaster.

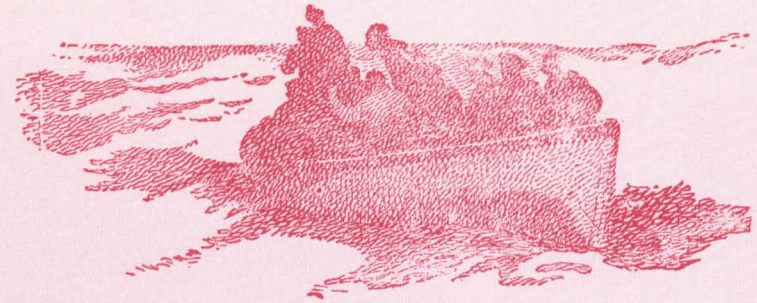


Puerto Rico, to Charleston, S. C. On Tuesday morning, July 10, 1973, the SEA BEAR which was in rough seas suddenly found herself in distress. Water in the fuel oil had caused the engines to stop, there was a leak in the engine room and there was no electrical power to operate either pumps or radio equipment.

By Tuesday afternoon, the sea had not calmed and although a ship had been sighted there had been no response to emergency flares fired. In addition, the vessel was continuing to take water; food and water would soon be in short supply and the Captain was concerned that his crew of 25 might be too many men to effectively maneuver in the available lifeboat should they have to abandon ship.

The emergency (crank) radio from the lifeboat was being used to SOS for assistance. In time, a vessel some 70 miles away received the 275 foot SEA BEAR'S message and relayed same to the U.S. Coast Guard facility in Miami. The SEA BEAR was soon relayed a reply that a plane would be circling the vessel within an hour and that efforts were underway to bring any available ships in the area to the rescue.

Around mid-morning on Wednesday, the 11th, the northbound Greek cruise ship, OLYMPIA, heard the SEA BEAR'S signal and diverted 30 miles off course to reach the distressed vessel approximately 90 minutes later.



Because of the large size of the OLYMPIA (611 feet) relative to the freighter, the OLYMPIA's staff captain, John Marakis, decided to take ten of his crew in a lifeboat to the side of the SEA BEAR. High seas and the listing freighter made rescue hazardous. However, 16 SEA BEAR crewmen bravely leapt into the tossing boat and soon joined the 530 passengers who had witnessed the rescue from the decks of the Greek cruise ship.

Captain Muñoz, his Chief Engineer—Juan Palma Garces and seven other crewmen remained aboard the freighter hoping that a tug would arrive to tow her in to the Florida Coast before she was beyond rescue. However, by Thursday the top deck was awash and the ship was rapidly sinking. The nine crewmen were forced to abandon ship.

Fortunately for them, the POST CHAMPION of the Pan American Shipping Company arrived at the scene and Captain Lewis Kelly and his 2nd officer Peter Turner got the nine aboard and then took them to Port Everglades, Florida where they were met by United States Coast Guard personnel.

AT SCI

By Friday, the 16 rescued crewmen aboard the New York bound OLYMPIA were in their rooms here at the Institute and soon assistance was being given to help make long distance phone

calls, address letters, mail packages, etc.

Since most of the crew had been forced to abandon ship with little or none of their personal possessions, the SEA BEAR'S agent provided money, clothing and paid for food and housing. However, the SCI Women's Council soon found themselves supplementing basics with extra socks, shirts, sweaters, etc. plus stationery, playing cards, pens and pencils.

By early in the week of July 16, Captain Muñoz and the remainder of the crew were also here at the Institute. It was then that he and his chief engineer told of the loyalty, trust and bravery of the crew; and of the many people who had so ably aided in the rescue operations.

By then, some of the crew had returned home and the others were often seen in the Institute's library, cafeteria, International Club or gymnasium.

Through efforts made by our job counsellor, Chaplain Haynsworth, Captain Muñoz was soon able to secure a job aboard a United Fruit vessel and Engineer Garces was also signed on a vessel.

In fact, just this morning we saw seaman Garces with a big smile on his face as he told us goodbye and that he was looking forward to seeing us again in about three months.



Part I

A VOICE from the MAIN DECK: Echoes of the Past

by:

Edmund Francis Moran
merchant seaman

Being a lifelong seafarer, I am a hedonist; and, today, I voyage in American merchant steamers.

Authorship for me is a fetish. Even now the spectre of the ghostly enchanted "windjammer" haunts the memory; eagerly, I chronicle the historic ships of sail.

Early Sail Training

From 1933 to 1935, I attended the Massachusetts Nautical School. There, the *Nantucket*, an iron-hulled auxiliary bark was our state schoolship. That gallant square-rigger served history well for here her fledgling cadets mastered the ancient art of "sailorizing."

Though the legendary *Nantucket* floated for 82 years (1876-1958) those adventures on tumbling, wooden decks are for me now fond memories. Today, loyal graduates still regard her with respect akin to reverence. Naturally, I was especially pleased to be able to donate several relics of the *Nantucket* to Mystic Seaport in Connecticut.

American Merchant Schooners

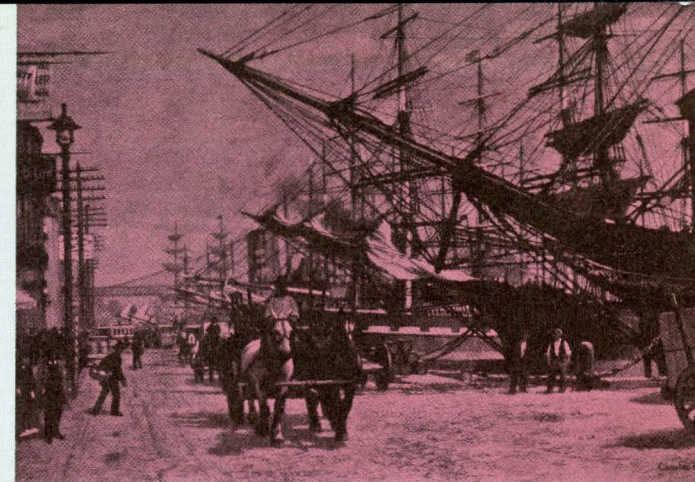
Between 1937 and 1942, I served aboard engineless, sailing coasters. Namely the four-masters *Herbert L. Rawding*, *Albert F. Paul* and *Annie C. Ross*. Likewise, the terns *Edward R. Smith* and *Thomas H. Lawrence*. Today, all five craft have vanished . . . "sic transit gloria mundi."



Author Moran at work aboard the *Wavertree*

Those large, chunky fore-and-afters were truly capacious cargo-carriers. They were wooden-hulled, multi-masted, gaff-rigged topmast schooners. On the coasters *Herbert L. Rawding* and *Edward R. Smith* the author Francis E. Bowker was my shipmate. Unknown to us at the time, we both witnessed the sunset glow of such craft.

Today, Captain Bowker commands the auxiliary, two-masted training schooner, the *Brilliant* at Mystic Seaport. There, the classic sailing skills are taught in the belief that life under sail inculcates qualities of leadership, initiative and resourcefulness.



From Sail to Literary Pursuits

As an ocean-carrier, the engineless sailer has bowed to progress. But, today, sail is having a revival—a form of "natural play" for generations. Yet, for many mariners there has been an easy transition from topsail sheets to typewriter. Certainly, the shellbacks Francis E. Bowker, John Leavitt, Giles M. S. Tod and Robert Burgess have chronicled the tale of the American sailing coaster with ease. As writers, these seafarers have seen that the plodding unpretentious cargo-ship is now receiving her just dues. For although the past is irrevocable, the saga of the vanished windships will long endure. Great sentimental value is attached to the vaunted, white-winged racers of yore and eagerly we recount their glorious exploits.

In 1930, Gloucester, Massachusetts launched her final racing fisherman — the prestigious schooner *Gertrude L. Thebaud*. As a youth I witnessed the dramatic spectacle of her launching. That lofty two-topmaster floated until 1948 when she was shipwrecked in Venezuela. Thus began my literary pursuits. Because having known that sailer intimately, it is intriguing for me to chronicle her. For although seafaring is clearly my forte and metier, intermittently I dabble in authorship, nautical research and museology.

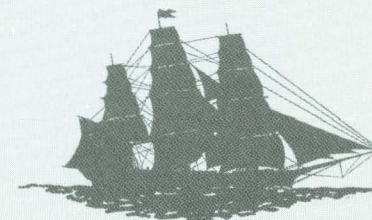
Fiddler's Green in Gotham

In 1967 the South Street Seaport Museum was founded on lower Manhattan's waterfront. This unique bailiwick at Piers 15 and 16 commemorates the bygone, idyllic age of sail. This ghostly enclave is chiefly devoted to the adulation of sailing craft. Truly a stronghold of sail; truly an Elysium.

The sheer visual impact within this open-air museum is virtually charismatic. An aura of antiquity pervades the very atmosphere. Even casual visitors feel the imprint of an age-old heritage. This sprawling full-scale repository boasts several historical windships, including the square-riggers *Wavertree* and *Moshulu* typical Cape Horners, and the *Pioneer*, a small, two-masted schooner used in sail training.

Facing the local skyscrapers, we museum devotees uphold and continue the glorious traditions of our sail-trained forebears. I, a factotum, fashion new gear for the Seaport ships. For me, an insatiate of sail, it is like living again.

To be Continued in October issue



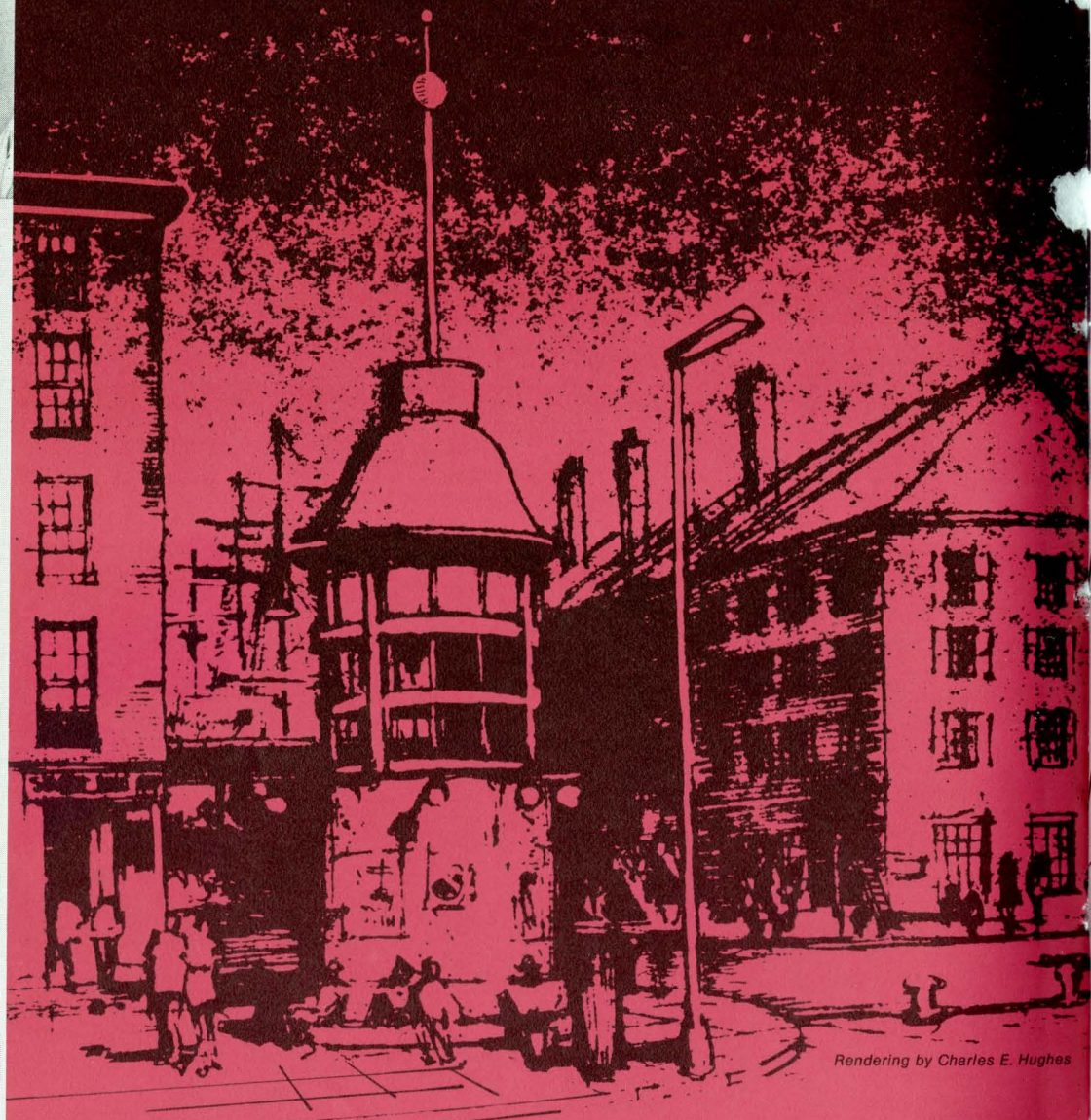
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Rendering by Charles E. Hughes

TITANIC LIGHTHOUSE STILL TO GUIDE THE STRANGER

For all our readers and friends who have asked about the fate of the famous SCI Titanic Memorial Lighthouse, the picture above shows how it will be integrated into the overall masterplan of the South Street Seaport Museum.

Located at the Fulton/Water street entrance to the museum area, the memorial will be both a public information booth and a museum landmark for all who visit there. It is even reported that there are hopes to reactivate the famous "golden time ball" so people may once again check their watches against Greenwich time each noon.

Naturally, all its admirers look forward to once again seeing this famous and unique memorial in its new role.