



The LOOKOUT



DECEMBER 1980

Purpose

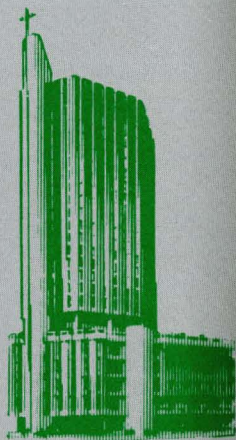


From its earliest days as a floating chapel to its present function as the world's largest and most comprehensive center for seafarers, the Seamen's Church Institute of New York and New Jersey has been dedicated to the well being and special needs of merchant mariners of all nations entering the Port of New York and New Jersey.

The Institute operates 24 hours a day throughout the year and from its headquarters in Lower Manhattan and its Mariners' International Center in Port Newark/Port Elizabeth, N.J. reaches the 300,000 men and women who annually make port in New Jersey, Brooklyn, Staten Island and Manhattan.

Its diversified services include an Ecumenical Port Ministry program, ship visitors, a seafarers assistance network, opportunities for maritime education, alcoholism counseling and referral, lodging, eating and recreational facilities, cultural and community programs.

A voluntary agency of the Episcopal Church, the Institute has traditionally served active merchant seafarers of all faiths. Although 76% of its current operating budget is earned from its revenue producing services, it is dependent on grants, corporate and personal contributions to maintain its non-income producing services and programs for seamen. All gifts are tax-deductible.



OMISSION! In last month's *Lookout*, we inadvertently omitted the author's name, Dennis Harris, from the fine poem, *Beachcomber*. Our apologies to Mr. Harris.

COVER PHOTO BY MICHAEL GILLEN

Vol. 71 No. 7 • DECEMBER 1980 □ Seamen's Church Institute of New York and New Jersey □ 15 State Street, New York, N.Y. 10004 / Telephone: (212) 269-2710 □ The Right Reverend Paul Moore, Jr., S.T.D., D.D., *Honorary President* / Anthony D. Marshall, *President* / The Rev. James R. Whittemore, *Director* / Carlyle Windley, *Editor* □ Published bi-monthly with exception of May and December when monthly. Contributions to the Seamen's Church Institute of New York and New Jersey of \$5.00 or more include a year's subscription to *The Lookout*. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00. Second class postage paid at New York, N.Y. US ISSN 0024-6425

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Volunteers Miss Seaman-Helpmate As They Pack Christmas-At-Sea Cartons



For a number of years now, 2nd Mate James P. (Jim) Lorier has always made it back from sea in time to help out in the Christmas Room here at the Institute. He did the heavy work, lugging giant boxes filled with knitted garments from the storage bins to where the volunteers were packing. As the individual gift boxes were completed he packed them into large cartons for distribution by ship visitors to vessels scheduled to be at sea on Christmas Day.

Jim had to be at sea this year but he included the following "Epistle" to all the volunteers in a letter to one of the Christmas Room staff members. We think his light hearted but poignant message clearly tells why each year the Institute through its Christmas-at-Sea program, sends nearly 10,000 holiday gift boxes to men and women at sea on Christmas Day.

Epistle to the Voluntarians

"Blessed are those of willing heart and handy fingers who labor so cheerfully and with such zeal. Though their physical strength may be limited, their spirit and willingness knows no bounds. They sustain my faith in humanity. They are a cool drink in a parched throat. May their own cup always be filled, even so much that it runneth over. May the weather be gracious unto them and may the sun shine on their comings and goings. May the Christmas seals stick and the paper be of good size and not tear. The time draweth nigh when the packaging begins. Like a field of ripening wheat that awaits the reapers, the garments are waiting to be packed. Like the countless drops of rain that made the wheat to grow, so many are the hours of work by many hands to make the garments for these packages. (continued)

Jim Lorier demonstrates how to make wool winding easy. (Photo was taken last year.)

It grieves me to hear that you are sore afflicted with a lack of storage room. May those who sit in the seats of power be merciful unto you and grant you space, and deliver you from working in a sardine can. Yes, and may they send you a strong man to ease your burdens, to lift the boxes and move the heavy loads, for I know your spirit is strong but the flesh is weak. Selah, the need is great and the work difficult in the days to come.

May those who sit in the seats of the mighty see the light and give you aid and succor in your hours of travail and suffering. Let them harden not their hearts against thee that the days of the Christmas room may be long and fruitful and the packages multiply, sending forth the charitable reputation of SCI to the farthest corners of the earth, brightening and making joyous a day of loneliness of those away from all they hold dear.

I sojourn here with a heavy heart that I can not be with you in the happy days of toil ahead."

Jim



(Left to right)
Two volunteers from Trinity Church, Paterson, N.J. help Sylvia Camp, SCI director of volunteers assemble gift items for packing.

"The Welfare of the Seaman and His Family" by James J. Martin



About the Author:

James J. Martin went to sea when he was fourteen years old and sailed until 1950.

A charter member of the National Maritime Union, he was asked to come ashore in 1950 to help the NMU wage its successful fight against the Communist effort to take over the union. After that battle was won, it was suggested that he remain ashore to seek election as an official of the NMU. He agreed and was elected and re-elected by the membership for the next 28 years.

Mr. Martin recently decided not to seek re-election and has since served as a Maritime and Labor Consultant on seamen's welfare to the United Seamen's Service.

The seaman of today because of the quick turn-around in ports on many ships, finds that he spends more and more time confined to his ship. He is there, deprived of the love and companionship of his family and his friends. And as more and more oil terminals and dock areas are located many miles from town and because of the high cost of transportation, seamen can no longer afford to go ashore and are forced to remain on their ship, even in port.

The labor unions do have a stake in what services are provided for their members both aboard ship and ashore. With today's modern ships, this has become a serious problem and all of us who care for the well-being of seamen had better find a solution. Medical records show that seamen who spend long periods of time confined to their ships for one reason or another tend to become antagonistic to one another; they also have a tendency to have more shipboard accidents. The seamen have to be given the opportunity to go ashore and to meet other people in the community where their ships are docked.

Because the rate of accidents among seamen is one of the highest in the world, the National Maritime Union and other unions, together with responsible shipowners, have negotiated contracts that allow their seamen to have longer vacations. This, together with good wages aboard most of the ships of traditional maritime countries, has enabled many seamen to get married and raise families and enjoy some sort of family life.

Many of these shipowners also provide cassettes aboard their ships for educational training and entertainment and in some cases, encourage their seamen to further their education through correspondence courses. It would appear that in both these situations, real progress has been made. This is not always the case, when it comes to seamen's centers.

Ashore there are many seamen's centers operated mostly by church and voluntary non-profit agencies who do an outstanding job in providing



Seafarers arrive for a few hours of R&R at the Mariners' International Center in Pt. Newark, N.J. before shipping out again.

spiritual guidance and also taking care of the other needs of seamen, both aboard ships and in their centers. However, because of inflation, taxes, labor and other costs, these agencies have had to cut back services when they should be expanding or opening new centers, due to the increased need for these services.

This problem has been further compounded by the fact that more Americans and Europeans no longer wish to make a career of going to sea. The shipowners in many cases have seized on this opportunity to hire seamen from Third World Nations paying them much lower wages. This has created a problem in many centers that were nearly self sufficient. Because of this many of the seamen who use these centers have little money to spend, and these centers find that they are running large deficits and ways must be found to offset these deficits and keep these centers open.

All of us are aware of the generous grants of the Fair Practices Committee of the I.T.F. (International Transport Workers Federation) for which we are most thankful. But these grants only provide a stop-gap and other ways must be found to provide a steady income to keep these centers operating.

The consensus of opinion is that the fairest and most adequate way of providing welfare service on a regular basis is through a port fee. The financing of this port fee is the responsibility of the shipowners who employ these seamen. This fee is one of the costs of doing business, the same as Pilot, Tug, Docking, Water and other costs, charged against their ship. This would mean that every ship, other than ships of the country of that given port, would be charged a port fee. In this way, the costs would be spread among all ships entering the port, not just the responsible shipowners who realize the importance of going ashore to the well-being of their seamen.

This port fee would provide enough monies to help pay for the costs of operating established centers and also open up new ones where they are needed. These centers should be as close as possible to the oil

(Photo below) — Soccer is always a popular sport for letting-off energy and loosening-up sea legs. The lighted sports field at the Institute's center in Pt. Newark allows seafarers to play after the day's work in port.

terminals or dock areas. If not, regular bus service to and from the ships to the centers should be provided. It is also suggested that a "Port Welfare Board" be established and that Maritime Unions, Church Agencies, Shipowners, Voluntary Agencies, Local Government and local citizens be members of the Board. These centers would subscribe to the recommendations laid down by the I.L.O. for seamen's hotels and centers.

I welcome this opportunity given me by I.C.M.A. (International Christian Maritime Association) to write this most important article having to do with seamen's welfare. All of us have come a long way in our relationship and understanding of each others problems since our first I.T.F. meeting, but our job has just begun. We must find ways to convince the shipowners that money spent on seamen's welfare through a port fee is in both the best interest of themselves and the seamen aboard their ships.

I also wish to compliment I.C.M.A. in having such fine people as Rev. Bill Down, Tom Kerfoot, Jim Whittemore and many others in their organization. It was because of men like them and their dedication and untiring efforts on behalf of all seamen, that we have progressed as far as we have to date.

*Reprinted Courtesy
of I.C.M.A. News*



Going To Sea: Some Things Never Change

by Michael Gillen



The author/photographer.

In spite of the advances made by modern technology, there are some things about going to sea that will never change, the greatest of which is the sea itself.

Every seaman carries deep within him the knowledge that, no matter how big, fast and sophisticated the ships become, they are still subject — sometimes tragically — to its whims and moods.

Even on the largest supertankers you might hear a seaman mumbling that old Breton fisherman's prayer under his breath:

Dear God be good to me;
The sea is so wide,
And my boat is so small.

In short, the seaman's respect remains unchanged. As in centuries past, the sea can be very unforgiving with those who lose that respect.

On a voyage last May from Port Elizabeth, New Jersey to Northern Europe we found the North Atlantic, true to form, in an ornery mood. Not screaming, dead-of-winter angry, but ornery nonetheless (as you can see by the accompanying photographs).

Crossing in both directions we encountered rough, sometimes confused seas, and gale-force winds. But the sun would occasionally break through to make



its sparkling magic with the waves.

Our ship, the 944-foot containership *Sea-Land Resource*, performed well. She rolled no more than twenty degrees at any time, and pitching was minimal, although course changes and decreased speed were often required to lessen the effects. Thus, we showed *our* respect for the sea.

Though the Atlantic showed us one of her bad moods, Europe's weather and hospitality did not. We were treated to sunny skies in our three ports-of-call: Bremerhaven, Rotterdam, and Algeciras, Spain. And, though our fast-turnaround ship did not allow us a great deal of shore time, what we did have was quality time. One tends to make better use of it when its more limited.

We did some sightseeing but, for many, shore leave was still best spent lounging in the sun, sipping on a cold beer outside a tavern (such as the one we found in the quaint and friendly Dutch town of Pernis).

And, as the *Fair Young Maiden* placed the good European brew before us, her smile, coming after an arduous voyage, could easily have made all the rough seas and gales in the world seem worthwhile and forgotten for the time being.

Yes, some things about going to sea will never change.



Herman Goldman Foundation Awards Grant for Education to SCI

The Institute is pleased to announce that the Herman Goldman Foundation, recognizing the critical need for innovative continuing education programs and training for merchant seafarers and the maritime community, has awarded a grant of \$75,000 to the Seamen's Church Institute to assist in the support and development of its department of maritime education.

Payable over a period of three years, the grant will be used to strengthen and amplify the curricula of the Institute's Merchant Marine School for seafarers and the Roosevelt Institute of Maritime Studies, its evening school for shorebased management personnel involved in intermodal transportation and shipping. In addition, a portion of the grant will be used to up-grade the Joseph Conrad Library, a major maritime research collection of some 18,000 volumes which is an integral part of the two schools' education programs.

THE HERMAN GOLDMAN FOUNDATION

The Herman Goldman Foundation was founded by Herman Goldman, a prominent maritime lawyer who maintained offices in the financial district of Lower Manhattan. Originally a charitable trust, it was reconstituted as the Herman Goldman Foundation, Inc. in 1943 and following the death of Mr. Goldman in 1968 retitled the Herman Goldman Foundation in 1972.

While the Foundation does support projects which could have national impact, its primary focus is on innovative new projects and activities which benefit those in the New York Metropolitan Region particularly in the areas of health, social justice, education and the arts ■

Seafarers' Services Expanded in Port Newark



Neale Secor

In response to the increasing need for more direct human and pastoral services for merchant seafarers and shorebased maritime personnel in Port Newark/Elizabeth, New Jersey, the Reverend Neale A. Secor has joined the Institute staff in the newly created position of Port Missioner. The Reverend David J. Gunderson, a recent graduate of the Episcopal Divinity School, Cambridge, Massachusetts has also joined the staff to assist in this expanded port ministry.

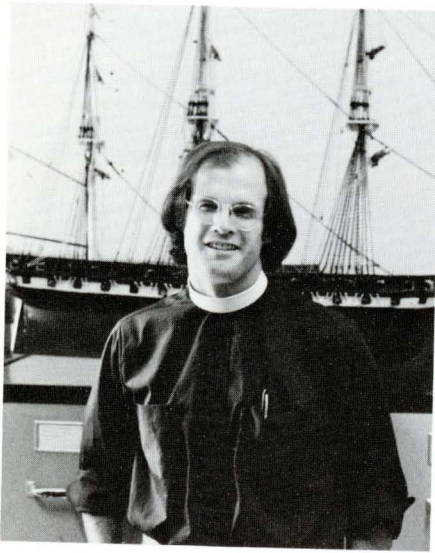
Prior to accepting the Institute's call, Father Secor, served as rector of St. Mary's Church in West Harlem, Manhattan. During his thirteen years there as rector, he helped establish and led one of the most innovative and responsive parish programs in the city. He was also an active civic member of that Harlem community.

Messrs. Secor and Gunderson also bring other unique qualifications to their jobs. Father Secor is a skilled lawyer and was a practicing trial attorney and co-founder of the South Side Legal Aid Clinic in Chicago before ordination. Mr. Gunderson worked for a year as an ordinary seaman aboard tugboats on the West Coast and earlier as a machinist at Todd Shipyards, Inc. in Seattle.

AT PORT NEWARK/ELIZABETH

As Port Missioner for Pt. Newark/Elizabeth, the largest containerport in the world, Father Secor will be responsible for administering, expanding and diversifying the Institute's ministry to that area. Each year more than 4000 ships carrying an estimated 120,000 seafarers call at Pt. Newark/Elizabeth. Many of these are "new" seafarers from less developed nations and the escalating incidence of seafarer exploitation aboard vessels carrying multi-national crews often find them in need of legal aid as well as social services. In addition, some 35,000 shorebased maritime employees work in this 18 square mile port area which offers few human amenities or general services except those provided by the Institute's Mariners' International Center located in the heart of Port Newark.

(continued)



David Gunderson

Working out of the center, Father Secor assisted by Reverend Gunderson will expand and/or instigate a variety of programs and services based on the special needs of seafarers and shorebased personnel. They will coordinate the present ecumenical ministry of worship at the center, develop an industrial and human rights mission for seafarers and shoreside employees and serve as liaison to the Episcopal Diocese of New Jersey and local parishes. In addition to being responsible for volunteers and seminarians working at the center, Father Secor will maintain a close working relationship with other seafaring ministries, especially The Apostleship of the Sea of the Archdiocese of Newark, the N.Y. Bible Society, the German Seamen's Mission and the Seamen's House Y of New York — all of which either maintain offices or utilize the facilities of the Mariners' International Center in their work.

The Reverend Gunderson's responsibilities will also include hospital visitations to seafarers confined to the U.S. Public Service Hospital.



Night view of Mariners' International Center (M.I.C.) located at 118 Export Street, Port Newark, N.J.

SCI Extends Warm Welcome to Shipcraft Guild

by Robert Wolk

Ed Kaufman (right) discusses the fine points of one of his bronze models. (Left) Bob Morales, Guild President, (center) Abe Taubman, Guild Secretary.



Christmas and the New Year is a season of family reunions and getting re-acquainted with old friends. What better time, then, is there to announce that beginning in January the Shipcraft Guild will once again hold its monthly meetings at the Seamen's Church Institute. Those who remember this dedicated group of shipmodelers and marine artists, will recall the many excellent exhibits co-sponsored by the Guild and SCI. For those who need an introduction to the Guild, the following is a brief history of the organization and its activities.

The Shipcraft Guild, formerly the New York Shipcraft Club, was founded in 1954 by Capt. Ralph E. Cropley, noted ship historian and assistant curator of SCI's Marine Museum. By any standard, Capt. Cropley was a unique man. A member of the class of 1906 at Harvard, he abandoned a successful career in banking to go to sea at the age of 35. It was Cropley's intention to form a club of ship-modelers and marine artists for the purpose of giving mutual help in the many problems of model making and painting and to





Following the meeting, the Guild enjoys the fruits of one member's labor — an edible ship.

discuss topics of mutual interest while enjoying the company of others interested in the same thing.

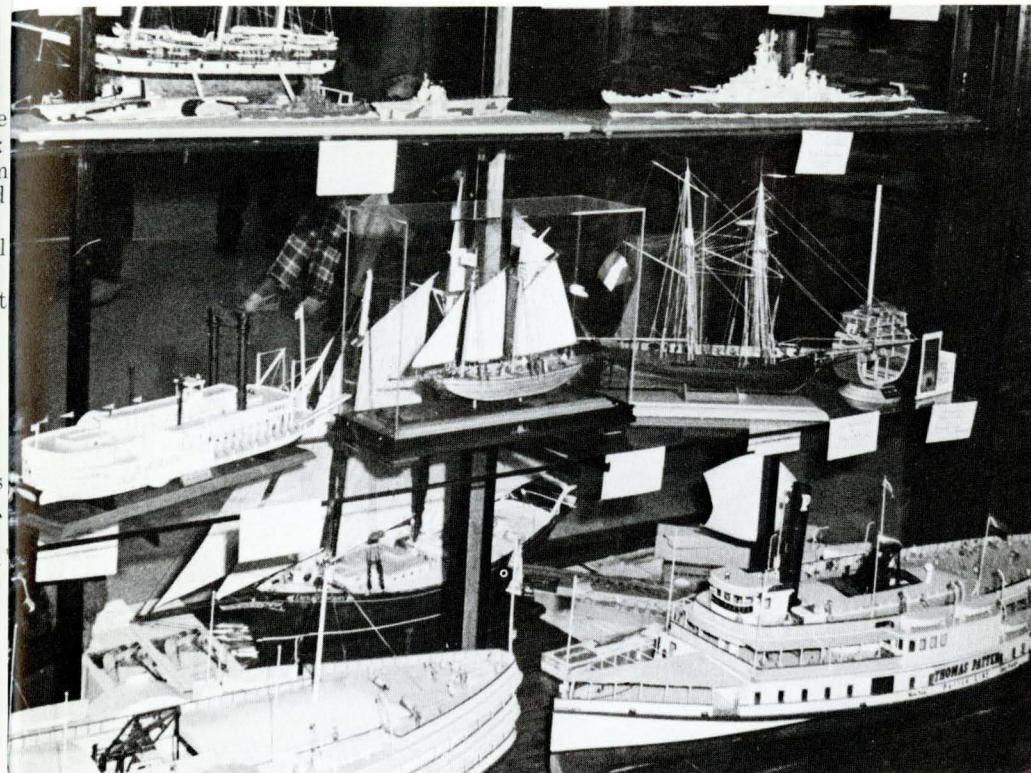
The Guild's first meeting attended by twenty members was held on November 19, 1954 at the Marine Museum. As Capt. Cropley wrote in the first minutes: "It is openly felt that meeting regularly in the museum proper, with ship models and paintings all about, would give the lot of us a needed kick in the pants to keep trying to do a better job with our personal ship model making and painting hobbies, and not let them die because we have no incentive to keep it going or are just plain damn lazy."

As the work of the Guild became known, membership increased steadily. The roster of September 1956 listed 30 regular members, 24 associate members (those who could not attend regular meetings) and 6 junior members. Today, the Guild can boast of more than 200 members from forty-eight states as well as Mexico, England, Canada, Holland, West Germany, France and Australia. The eminent marine artist Gordon Grant was an early Guild member, and through the years other noted writers and artists have included Howard Chapelle, Alan Villiers, Charles Evans, Alan Bates and Dean Cromwell, to name a few. The Shipcraft Guild holds open meetings (third Tuesday of every month) and anyone interested, from the beginning modeler to the professional, is sure to receive a warm welcome.

The interests of club members cover all types of vessels and periods. In the early days the club was comprised mostly of static modelers, but recently there has been a huge growth in working on radio controlled models. Since members are encouraged to bring their models to meetings, the fine points of clippers, liners, battleships and river steamers are often displayed and discussed on the same evening. In past years, the Guild has mounted major exhibitions at Stevens Institute of Technology and The Seamen's Bank for Savings.

As an organization that promotes the growth of modeling, the Guild maintains an extensive library of books and plans that are accessible free of charge to all Guild members. Information about the Guild's current activities is published in *The Binnacle*, the monthly newsletter published by the Guild. Those interested in joining the Guild and receiving an issue of *The Binnacle* should write:

Mr. Abe Taubman
11 College Drive
Jersey City, N.J. 07305



A small sampling of the work of the Shipcraft Guild.

A RENEWED LOOKOUT

Beginning in 1981, *the Lookout* will be issued quarterly. The publication will be new in size, layout and content. We are sure you'll like the changes.



For the moment, on behalf of all of us here at the Institute we wish you a very Merry Christmas and the Happiest of New Years.

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

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Christmas Is A Gift of Knowing

*If you can feel an inner silence
through the loud ringing of man-made bells,
then you know Christmas.*

*If you can hear the trumpet sound and
herald angels voices in your silence ...
(when the bells have stopped their ringing),
then you know Christmas.*

*If you can renew your energy for the celebration
with thoughts of a hard journey taken long ago
to reach a prophesied (and realized) destination,
then you know Christmas.*

*If you can decorate your home with reason,
blood-red berries ... thorn-tipped leaves in holly wreaths ...
(reminiscent of another season),
then you know Christmas.*

*If you can hum, until your hum becomes a song ...
(that becomes a part of you the whole year long),
then you know Christmas.*

by Willie Zoe Harris