



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

LOG of the *S.S. Vulture* from *Waterford* towards *Milford*

RS.	K.	F.	COURSES.	WINDS, &c.	Lee Way.	REMARKS, &c.
<i>Thursday</i> <i>Oct 31st 1872</i>						
2				<i>N^W</i>		<i>This 24 Hours Begin With fresh breeze and clear</i>
4						<i>Crew cleaning brass</i>
6						<i>Porten Coaling Ship</i>
8						
10						
12				<i>N^W</i>		<i>Noon light breeze and clear</i>
2						<i>PM fresh breeze and cloudy</i>
4						<i>at 1.30 Haled Ship Out side of Porten</i>
6						<i>Porten taking in cargo</i>
8						
10						
12				<i>N^W</i>		<i>Enter Port Strong Wind and cloudy</i>
						<i>Distance per Log _____ Variation _____</i>
<i>Friday</i> <i>November 1st 1872</i>						
2						<i>This 24 Hours Begin With brisk hail and cloudy</i>
4						<i>at 2.25 We Left Porten New Milford</i>
6				<i>N^W by W</i>	<i>W^N by W</i>	<i>3.25 Rounded St James lights</i>
8						<i>5.25 Passed Small St James S.W. Distance 3 Miles</i>
10				<i>W^N by W</i>	<i>S^W</i>	<i>10.35 Passed Coning by St Hope Strong hail and rain</i>
12						<i>Noon Strong hail and heavy sea</i>
2					<i>S^W</i>	<i>at 12.10 Rounded Hook Tower St James</i>
4						<i>1.40 Arrived at Waterford and Mored Ship</i>
6						<i>Porten Discharging cargo</i>
8						
10						
12				<i>West</i>		<i>Enter Port Strong Wind and cloudy</i>
						<i>Distance per Log _____ Variation _____</i>

THIS ISSUE: ANNUAL REPORT THE LOG OF SCI

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.

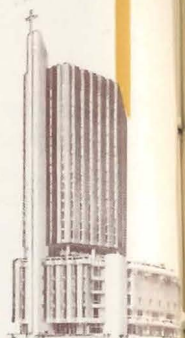
More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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-shiping, 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 55% 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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COVER: From old log book owned by P. J. McNally of New York City.

THEY SAILED INTO OBLIVION

by Paul Brock

Some time between 9:36 p.m. on February 3, 1963—the last time she used her radio transmitter—and 11:23 the next morning when she did not reply to her call-signal, disaster struck the American tanker *Marine Sulphur Queen*.

She disappeared some 200 miles west of Key West, Florida, and the only traces of her ever found were several life jackets stenciled "Sulphur Queen," a fog megaphone, and a crew member's shirt. These were picked up by the U.S. Coast Guard fifteen days later.

Not a single member of her crew of 39 was ever seen again.

The *Sulphur Queen* was one of 500 T-2 tankers built in a hurry during World War II. She was converted in January 1961 to a sulphur carrier. On the day of her disappearance her cargo was 15,100 long tons of molten sulphur contained in four metal tanks, each heated to 275 degrees Fahrenheit by a network of coils connected to two boilers.

Did she blow up? Catch fire? Break her back?

Nobody knows for sure. Sulphur is inflammable, and it produces hydrogen sulfide gas which is deadly and explosive. Great care is taken on any ship

A T-2 tanker, one of 500 such tankers built in a hurry during World War II.



carrying molten sulphur to stop gas collecting in the tanks.

But if, in some unexplained way, gas escaped from the tanks, it could have poisoned the crew before the alarm could be raised. And if gas did escape, any spark could have touched it off. That might have produced an explosion intense enough to set the sulphur inside the tanks ablaze.

Officers on a banana boat flying the Honduras flag reported to the Coast Guard that their freighter, the *Platano*, ran into a "strong odor" 15 miles off Cape San Antonio, the western tip of Cuba, just before dawn on February 3. The odor was "acrid."

Could they have smelled the fumes coming from the *Sulphur Queen*, still floating somewhere over the horizon, her crew dead, her cargo blazing? Perhaps, but there are other possibilities.

The T-2 tanker was a class of ship which had a history of "battle failure." During the preceding eleven years three T-2's had split in half. But in all three cases radio messages were sent and the broken sections of the ships remained afloat long enough to be reached by rescuers.

No message was sent from the *Sulphur Queen*, and that remains the biggest mystery about her disappearance. Her second mate, David E. Fike, who went on vacation just before his ship sailed, said "I keep coming back to that question—why was there no radio message? Ships just don't go down that fast?"

But sometimes they do. In early December, 1954, the *Southern Districts*, a converted Navy LST, was working her way up the coastline between Savannah, Ga., and the North Carolina coast. She and her 23 crewmen vanished without trace, without a radio message. Her cargo: powdered sulphur.

And in 1952 the disappearance of the 6,000-ton German motor cargo vessel, the *Melanie Schulte*, also without any radio contact, was equally

baffling. Launched on Sept. 9, 1952, the *Melanie Schulte* was an ultra-modern ship fully equipped with radar, radio, echograph and automatic steering gear. She was 432 feet long and her average speed was 13 knots. She carried the approved number of lifeboats prescribed by marine regulations. Her crew, including the captain, totaled 35 men.

When she left on her maiden voyage, November 10, the *Melanie Schulte* was in A-1 seagoing condition. She sailed in ballast from Wilhelmshaven to Quebec, Canada, without incident, picked up a load of loose corn and sailed to Hamburg. After unloading she left for Narvik, where she picked up another load—9,300 tons of iron ore.

Leaving Narvik on December 17, bound for Mobile, Alabama, her captain chose the North Passage between Great Britain and Iceland to make a quicker crossing of the Atlantic. Two days later on December 19, the *Melanie Schulte* gave her position by radio—58 degrees 20 minutes N., 9 degrees 34 minutes W. In other words, northwest of the Hebrides. She had reached the open Atlantic and had set a straight course for the Gulf of Mexico.

At 23.00 hours that same evening her radio operator asked Emden radio station if there were any more messages for him. The answer was no, and he reported that he was switching off his transmitter and going to bed.

He should have contacted Emden again at nine o'clock the following morning, but he didn't. His friendly goodnight was the last indication to be broadcast from the *Melanie Schulte*. From that moment she disappeared with every man on board.

The German Government asked the R.A.F. to search the area. Near the last position given by the missing ship, planes found a big oil slick but no wreckage of any description.

Not until the end of January, 1953 was it certain that the ship had gone to the bottom. A coast guard at one of

by J. R. Crane

In the old sailing days no part of a ship's equipment was more important than her lifeboats. Experienced sailors from Maine to California took a long hard look at them before they signed on for a voyage. They knew that the condition of these boats might mean the difference between life and death if they encountered trouble.

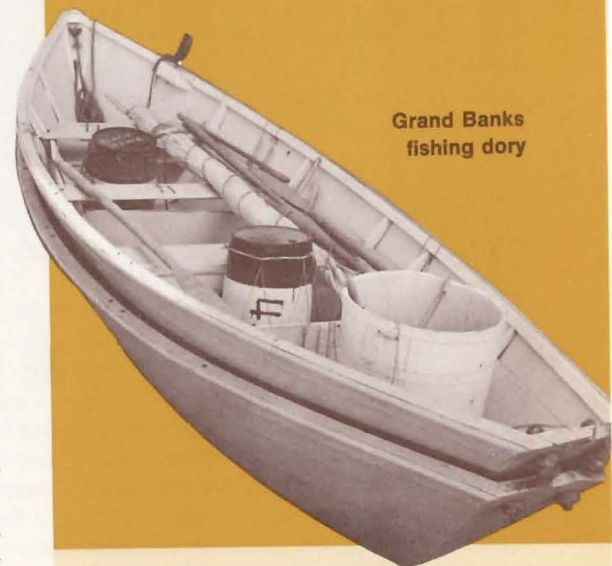
No one knows for sure who made the first lifeboat. Ancient Chinese had crude life-saving boats that they used many centuries before other nations built them.

The French also had boats that were used to help ships in trouble. It is generally believed that the first lifeboat to be built as such was made by a famous English carriage maker named Lionel Lufkin in 1786.

His trial boat was a converted Norway Yawl. It proved so good he applied for a patent for an "unimmergible" boat and received the patent in 1785.

Lufkin had his first boat ready for delivery a year later. It had a thick rib of cork all around the gunwales to insure that it would have added buoyancy and would not sink. Then Lufkin added a heavy iron keel whose weight would

FIRST AMERICAN LIFEBOAT BUILT IN NANTUCKET



Grand Banks fishing dory

These old-type life-saving boats are from the Mystic Seaport collection.

Race Point Lifeboat



(Continued on page 11)



Monomey boat

tend to keep the boat upright in any kind of sea. Finally he fastened air cases at each end of the boat and under the seats. Four years later Britain's first regular Life-saving Station was established and Lufkin's boat was part of the equipment.

As far as can be determined, the first lifeboat in America was built in Nantucket, Mass., in 1807 by William Raymond for the Massachusetts Humane Society. It was constructed with a cork lining inside the gunwales, provided with 10 oars, cost \$1,433.11 and was housed in a shed on Cohasset Beach.

This shed became the first Lifeboat Station in America. By 1846 the Humane Society had 18 such stations along the Massachusetts Coast, each under the supervision of a paid trained keeper and a volunteer crew paid for each drill and rescue accomplished.

In 1847, Congress set an appropriation of \$5,000 a year for life-saving along our shores, with the specification that the money would be used "to render assistance to shipwrecked crews

from the shore." This was just the beginning, and within 10 years there were 137 Lifeboat Stations along the coasts of the United States.

During the Civil War the stations were neglected, but in time they were put under the control of the Revenue Cutter Service which eventually became the Coast Guard.

Over the years larger appropriations were made for the service and it became a highly respected and efficient life-saving force.

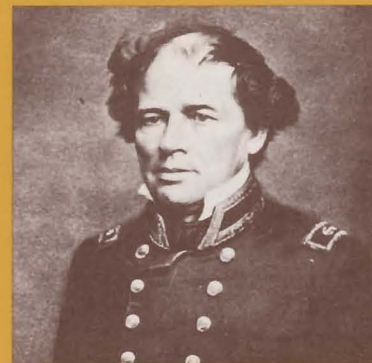
Lifeboat styles and sizes have changed with the passing of time and today boats from 36 to 44 feet in length are generally favored for shore rescue work. Planes, helicopters, radios, rubber life rafts and jackets and many other modern gadgets are an important part of today's life-saving work.

Regardless of what other people may say or think, many fishermen believe that the old-fashioned "Banks dory" is one of the safest and sturdiest lifeboats built.



Rubber lifecrafts like this one being tested as part of modern Coast Guard equipment.

MAURY



Matthew Fontaine Maury

AMERICA'S SEA CHART PIONEER

On the pilot charts prepared and issued monthly by the U.S. Naval Oceanographic Office is the printed statement—"Founded upon the researches made in the early part of the 19th century by Matthew Fontaine Maury, while serving as a Lieutenant in the U.S. Navy."

And therein is the story.

Matthew Maury was a midshipman on the sloop *Falmouth* when in 1834 it berthed at Boston. He left the ship there and bidding his crewmates goodbye and armed with a granted leave of absence for a year, set off for Fredericksburg, Virginia, where he married his girl friend, Nannette Herndon.

For four of his nine years in the Navy he had served aboard the *Falmouth* in South American waters, and during that time he had not been idle, keeping notebooks containing nautical information he needed to improve his education in order to obtain promotion, difficult in those days when few text-

books were available to read.

Some time after his marriage he wrote a book based on his sea experience entitled "*A New Theoretical Treatise on Navigation*," the book appearing in January, 1836. It was considered favorably by the book reviewers and he was congratulated by Congressman Sam Houston and President Jackson.

His next job was as land-based supervisor of the Depot of Charts and Instruments, the predecessor to the present-day U.S. Naval Oceanographic Office. One day while looking through old books destined to be burned, he found some ships' log books. One was titled "*Log of a Journey from Norfolk to Rio in 1801*." He was astounded to read this particular voyage had required 57 days in that year.

He retained hundreds of these log books, reading them carefully but they did not contain enough information for his purpose—the plotting and charting

by Alan Major

of prevailing winds and currents at sea.

So he appealed to captains of merchant ships outward-bound for Rio to list several special data on winds and currents in their logs and let him have the logs on their return. But the captains thought Maury stupid. Didn't he know the wind just came and went as it pleased?

After a year not a single log was returned.

Maury then proposed to the National Institute for the Promotion of Science in Washington that he prepare charts containing wind direction and currents along the general Norfolk-Rio route for each month of the year; these would enable ships' captains to use the course that would obtain the quickest, safest passage for them—if he could assemble certain data.

The Institute embraced his thesis and suggested to the Secretary of the Navy that he order every seagoing ship in the U.S. Navy to record the special data sought by Lieutenant Maury in the specially issued logs.

Maury's name immediately became "mud" in the Navy and he was cursed by busy ships' captains and officers. But the logs were returned to Maury's Depot of Charts and Instruments as ordered.

After six years, in 1847, the first wind and current charts with sailing directions based on Maury's study and evaluation of the special log data were distributed free to captains en route to Rio.

Initially they were disregarded and unused.

But Captain Jackson of the barque *Wright* out of Baltimore thought Lieutenant Maury had a valuable idea and decided to give it a trial. His next voyage out he used Maury's charts to set his course—and arrived in Rio in the staggering time of *24 days*.

When news of this got back to Washington and New York, shipowners and merchants demanded their captains use

Maury's charts forthwith. From then on the special logs for other ocean areas were carefully kept and returned promptly to Maury.

A *month's travel time* was clipped off the route from New York via Cape Horn to San Francisco by a Maury chart.

The whole world of shipping was now revolutionized. The Depot of Charts was expanded and called the U.S. Naval Observatory and Hydrographic Office. (The Observatory was later separated from this Office, and the Hydrographic Office became the U.S. Naval Oceanographic Office.)

The new field of oceanographic study was opened up and Maury wrote his "*The Physical Geography of the Sea*" in 1855, the first book to cover the science of oceanography.

The mariner's system of special logs became broadly used by other merchant fleets and foreign navies to add to the knowledge of the world's winds and currents.

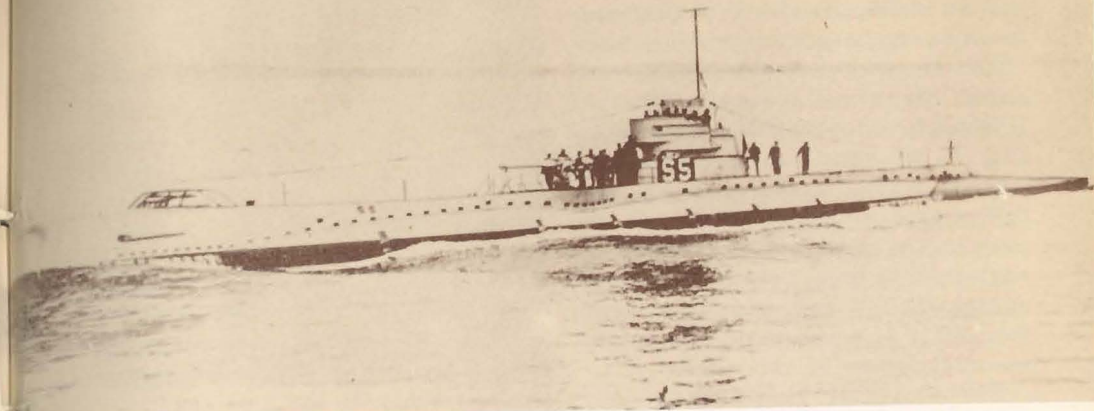
The distinguished Navy officer chaired a conference held in Brussels to organize cooperation on sea research between the countries with merchant and naval fleets; honors were heaped on him by naval authorities, scientific societies, governments and kings.

Probably the one he would have liked best, however, is the tribute printed on all U.S. pilot charts even today.

ELECTED TO BOARD

Mr. W. Stevens Sheppard, senior vice president and a director of F. S. Smithers & Co., Inc., was recently elected to the Board of Managers of the Institute. He is also a director of 1165 Park Avenue Corporation and vestryman of the Church of the Heavenly Rest.

He is a trustee of the Church of the Heavenly Rest Day School, of the Riot Relief Fund and the Diocesan Investment Trust. Mr. Sheppard is married and the father of a son and two daughters.



the Alanthus' day of glory

by James M. Powles

Boston Harbor was just settling down to another day of activity as the U.S. Navy submarine *S-5* was casting off her lines. The giant 231-foot sub, pride of the submarine service, moved gracefully away from her dock and with pennants flying in the gentle August breeze sailed out of the crowded harbor to the open sea.

The *S-5* was beginning a cruise to Baltimore and other southern ports to bolster Navy recruiting. It was the year 1920.

Lieutenant Commander Charles Cooke, the submarine's captain, plotted a course outside the normal shipping lanes so he could give his crew some practice at diving.

When the *S-5* was about 50 miles east of Cape Henlopen, Delaware, he gave the order to dive. Hatches were secured and sea water pumped into the tanks. Down went the *S-5* in a normal dive to the point where the sub was about to level off when a message was received from the forward torpedo room—it was flooding.

The crew frantically examined the various control mechanisms and quickly learned that an air valve had been left

open. It could not be closed.

In the torpedo room the water pouring out of the ventilation duct rose rapidly, forcing out the men stationed there. The bulkhead door was secured just in time to prevent the water from flooding the adjoining compartment.

The trouble aboard the *S-5* was just beginning. The water in the torpedo room added extra weight to the bow which created a sharp descent angle; the nose struck hard into the muddy sea floor 165 feet below surface. The impact sent the crew flying off balance and embedding the bow in the bottom.

Cooke immediately put the engines into reverse and discharged the ballast but the sub held firm. The tanks were blown clear; the sub still held in the mud.

Poisonous chlorine gas was detected escaping from the torpedo room into the rest of the compartments.

Acid from the batteries had spilled out and mixed with the salt water forward, creating the gas. Masks were quickly handed out.

Cooke then ordered the crew to move to the stern compartments where the

air was clearer. A small drill was found and the Commander, with the help of several men, drilled into the thick hull. If the stern was above water, he reasoned, life-saving air could come in. If not, a wooden plug was at hand to stop the inflowing water.

Finally, after slow hard work, the drill cleared the hull and cold fresh air came in. The opening was then enlarged slightly to admit more air but not enough to fully resuscitate the crewmen, many of whom were lapsing into unconsciousness by this time.

But with only simple hand tools available, the men could not make the hole large enough for a man to fit through. A signal for help had to be made, but how? Then came the obvious idea. A once-white undershirt was tied to a metal rod as a distress flag and the crewmen took turns waving the flag through the opening . . . hoping . . . waiting.

The day following the *S-5's* departure from Boston another ship, the *S.S. Alanthus* left the port — this rotting wooden steamer on her final cruise, her destination Hampton Roads, Virginia, where she was to be scrapped.

Once clear of Boston the steamer, like the *S-5*, proceeded on a course outside the regular shipping lanes. On Wednesday afternoon, September 1, 1920, the *Alanthus* was plodding along 50 miles off Delaware when a lookout spotted a white object on the sea several miles off.

Upon closing the distance, the speck was seen to be the sub's distress signal — the shirt waving above a set of propellers. That slim chance of help had materialized just in time in the shape of the battered steamer.

The *Alanthus* immediately set about to free the trapped sub crew. After several hours' effort, the opening was enlarged sufficiently for two hoses to fit through. Air was forced into the sub through one while the other carried fresh water to help cool down the un-

bearable heat inside the *S-5* hull.

The *Alanthus* had no radio operator aboard so it shot up distress rockets. Fortunately the Pan American liner *General George W. Goethals* sighted one and raced to the *Alanthus'* aid.

The *Goethals* quickly sent a radio message to the Navy Department which dispatched several ships to the scene but the first did not arrive for several hours. Meanwhile, by means of power equipment from the *Goethals*, the hole in the sub's stern was quickly enlarged and the exhausted submariners were able to transfer to the *Alanthus*.

With the sun came the Navy ships. The battleship *USS Ohio* replaced the *Alanthus'* cables with her own and managed to pull the sub free. As the *Ohio* was towing the *S-5* to Philadelphia, the two cables suddenly snapped. The submarine slowly rolled over and sank back down to the bottom to stay. The *S-5* was the only U.S. submarine up to that time to be accidentally sunk yet have her entire crew saved.



A professional magician was an instant "hit" at a recent evening dance held for seamen at the SCI International Club. A hostess stands by to observe the magician's dexterity during a particular stunt.



THEY SAILED INTO OBLIVION

(Continued from page 4)

the Hebridean islands salvaged some jetsam. It was identified as part of the *Melanie Schulte*.

From that day to this nobody has been able to explain satisfactorily what caused the *Melanie Schulte* to plunge to the bottom without broadcasting an SOS. The most feasible theory was that the almost new freighter suddenly broke her back in heavy seas in the middle of the night. Because of the massive weight of the iron ore stored amidships, the two halves of her would be pulled down into the depths in seconds before a single man had time to save himself, or the radio operator could get to the transmitter.

Another German ship, the training vessel *Admiral Karpfanger* with sixty cadets and crew on board, gave no indication by radio of approaching danger before plunging to the ocean bottom with all hands. On February 8, 1938, she left Port Germein, Australia, bound for Hamburg, Germany, which she was supposed to reach about the end of May after completing a voyage around the world.

On March 1, the German coastal radio station at Norddeich picked up a message from the *Admiral Karpfanger*. It stated that the training vessel was 200 miles south of New Zealand near the Auckland Islands. "Rigging and ship in good order," the message said. "All well aboard."

On March 12, Norddeich Radio sent a message to the Second Officer of the *Admiral Karpfanger* congratulating him on becoming a father. At 06.05 hours the same day the Second Officer thanked Norddeich for sending him the good news.

From that point on there was silence from the training ship. On March 16 she failed to give her usual positional report, and her transmitter was never heard again. Nor has anyone who sailed in her ever been seen again.

At first nobody was worried about the lack of news from the *Admiral Karpfanger*. If her radio was out of action it might be another month or so before it could be used again, unless she met a ship on the way and asked her to relay a message.

But three months passed with no word from the ship, or news concerning her passed on by any other vessel. The steamer *Leuna* was ordered to take the same route to Hamburg as the *Admiral Karpfanger*, to round Cape Horn and search that notoriously bad weather region for the missing ship. If she was aground, the wreck or some of the crew might be spotted on one of the rocky islands.

But the *Leuna* found nothing. Nor did vessels of the Argentine and Chilean Navies in an organized search of the entire southern section of the continent.

Finally, a Chilean tug found some wreckage which could have originated from the *Admiral Karpfanger*. Among it was a piece of wood with a metal plaque on it and the words "Captain and Officers" in Gothic lettering. Shipbuilding contractors in Hamburg confirmed that this was from the *Admiral Karpfanger* thus confirming that the training ship had been lost off Cape Horn. But no trace of her crew was ever found.

(Continued in May issue)



WORKERS' PARADISE

by *Fredie Steve Harris*

In 1852, the Merchant's and Ships' Chandlers company of Sydney Town, Australia, blessed its employees with the following set of work rules. Courtesy Lykes Fleet Flashes.

"On the recommendation of the Governor of this Colony, this firm has reduced the hours of work, and the clerical staff will now only have to be present between the hours of 7 a.m. and 6 p.m. on weekdays. The Sabbath is for worship, but should any vessel require victualling, the clerical staff will work on the Sabbath.

"Prayers will be held each morning in the main office. The clerical staff will be present.

"Clothing must be of a sober nature. The clerical staff will not disport themselves in raiments of bright colors, nor will they wear hose, unless in good repair.

"Overshoes and topcoats may not be worn in the office, but the neck scarves and headwear may be worn in inclement weather.

"A stove is provided for the benefit of the clerical staff. Coal and wood must be kept in the locker. It is recommended that each member of the clerical staff bring four pounds of coal, each day, during cold weather.

"No member of the clerical staff may leave the room without permission. The calls of nature are permitted, and the clerical staff may use the garden below the second gate. The area must be kept in good order.

"No talking is allowed during business hours.

"The craving of tobacco, wines or spirits is a human weakness, and, as such, is forbidden to all members of the clerical staff.

"Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11:30 a.m. and noon, but work will not, on any account, cease.

"Members of the clerical staff will provide their own pens. A new sharpener is available on application to Mr. Ryder.

"Mr. Ryder will nominate a senior clerk to be responsible for the cleanliness of the main office, and all boys and juniors will report to him 40 minutes before prayers, and will remain after closing hours for similar work. Brushes, brooms, scrubbers, and soap are provided by the owners.

"THE OWNERS HEREBY RECOGNIZE THE GENEROSITY OF THE NEW LABOR-LAWS BUT WILL EXPECT A GREAT RISE IN OUTPUT OF WORK TO COMPENSATE FOR THESE NEAR-UTOPIAN CONDITIONS."



The Annual Report

1970

*Report of the Director
to the
Board of Managers*

In submitting this annual report to the Board of Managers, I cannot help but note that it officially marks the close of my first decade as Director of the Seamen's Church Institute of New York. It therefore could easily be the vehicle for deep or nostalgic reflection, but bearing in mind that it is intended to be only a report for the year 1970, I shall confine my observations to the year under review. If anyone desires for some reason to go beyond that, I merely say that the books are open for inspection.

I will take the liberty of beginning this report again with accolades that have initiated each of my previous reports to you. The first goes to you, your officers and most particularly to our President, John Winslow, for unflinching support, wise counsel, generous consideration and untold patience. As you well know, these are days when agency boards of all kinds are being asked and sometimes forced to re-examine and re-discover their roles in fast changing social, cultural, and community situations. Relevancy is the current word. I think that you as a Board have this very much in mind as you continue to labor in the best interests of the Institute to advise and play a leading role in the formulation of policy.

My second accolade, which is in no sense diminished by the order in which it comes, goes to every member of this Staff involved with me in the daily operation of this enterprise. I cannot believe that there is another agency anywhere that has such a dedicated, devoted, loyal group of people so united in serving a common purpose — in our case the welfare of seamen. Obviously we do not in all times and situations agree on every matter we may be dealing with. Our opinions on any given method or practice are very often extremely divergent. But through deliberate discussion and consultation we usually achieve a solution which embodies the best thinking of all concerned. It is, I believe, this willingness to cooperate and work together which keeps our program alive and fresh and imaginative.

Our operation as you well know is very multi-faceted. To report in detail on each of our several departments would make this report much too lengthy. I will observe that as the year closed all systems in every department were "go". Statistics in detail are attached to this report and speak for themselves. I do however in this report want to emphasize and call attention to a few very important departments that are not often prominently featured but are none the less crucial to our work.

The year 1970 was an extremely lean one for American seamen. In 1966 there were 60,000 jobs available. In 1970 that number dropped to 36,000. That is a tremendous rate of attrition and we cannot be sure that 1971 will not see a further decrease. The reasons for the decline are found in a number of areas. The wind-down of the Vietnam war means fewer supplies, therefore fewer ships to carry them. The layup of the entire East coast fleet of passenger ships represents the severest loss of job opportunities. Labor disputes and poor settlements contribute further to the loss. What does this mean to us?

It means that through our Credit and Counseling Department we are going to be called on to assist a large number of seamen with serious problems. Actually, in 1970, Chaplain Haynsworth extended credit to 738 men in the amount of \$30,179.15. At the end of the year 428 men had made repayment in the amount of \$16,607, or a recovery rate of 53%. This does not mean that the remainder is unrecoverable. It is merely still outstanding. But what specifically is involved in these figures?

A man is employed in the Port of New York but his legal residence is in some other state. To qualify for unemployment insurance in New York State after job termination takes a minimum of 3 weeks but for a New York non-resident to collect in his own state takes some weeks longer. You can easily grasp the problem. A program must be worked out for that man to hold him over until his unemployment insurance becomes operative or until he is able to get another job.

Let me give three even more specific examples.

John is an older seaman aged 55 who has been staying at SCI for brief periods over the last 25 years. He has rarely applied for financial assistance and his recent application, as so often happens, was an indication of an increasing disability to organize his life.

He was depressed, discouraged and appeared to be in need of psychiatric help. Referred to U.S.P.H.S. Hospital, he was accepted for treatment and a program of medication has enabled him to attain a reasonable degree of stability.

With the availability of supportive, understanding counseling at S.C.I., together with some assistance in obtaining temporary employment or financial assistance if required, this man will be able to make the transition from shipboard to shore-

side life with greater ease. A Union pension under the 20-year retirement option has been applied for.

Robert is a middle-aged man of superior intelligence who held a commission in the U.S. Navy during W.W. II and had subsequently attempted to build a career in the merchant marine. He has found both success and disappointment. Easily securing a second engineer's license he discovered he could not cope with the pressures of responsibility. His license was revoked in 1959, largely as the result of a serious nervous breakdown.

This man is articulate and possesses many aptitudes. However, the psychiatric evaluation indicates that under pressure, symptoms of inappropriate behavior, aggravated by bouts of alcoholism, are likely to be produced.

Although he has obtained Group One status, positions within his range such as deck engine mechanic, refrigerator engineer were almost impossible for him to secure in the recent unemployment crush in the fall of 1970. His anxiety increased and the old symptoms began to reappear as his period of enforced idleness was extended.

During this difficult time a short, informal counseling session was scheduled each day. Actually intensive therapy was offered and the client was encouraged to find some outlet for his time in scheduled activities at the Institute and in part-time employment. Financial assistance was made available and this temporary help made the crucial difference between having or not having a stable home.

The result is that the client "made it". He was able to get over a very big hump in his path that seemed to him to be a crisis of major proportions.

Financial assistance from the Credit Bureau amounted to \$485, an unusually large debt, justified on the basis of the client's particular circumstances. (Incidentally, this amount was repaid in full on January 7, 1971 — one day after discharge from his vessel.)

Henry, a young man 27 years old, is a licensed engineer and a graduate of King's Point. He recently made an appointment for psychological testing, indicating his interest in exploring aptitudes. Testing indicated three important factors: (1) the testee was of very superior intelligence; (2) a career in the merchant marine would seem an improbable choice of vocation; (3) based on a standard test of personality, the young man was disturbed.

The testing data provided the basis for a series of informal meetings which sought to give support and direction to a very troubled young person who had come to the conclusion that parental pressure and his own apathy resulted in the pursuit of a vocation which clearly seems the wrong choice.

There is no easy prescription for this young man's dilemma. He was a disturbed person when he arrived at the Academy, but he had sufficient stability and intelligence to attain success in his studies and his high degree of intelligence is undoubtedly his best asset. He has attempted to make the break and give up his well-paying work aboard ship. His efforts to find employment and to secure direction in his personal life have not thus far been successful. He returns periodically and unannounced to discuss his continuing problems.

These examples are not particularly startling nor dramatic but I think they do indicate the validity of a very necessary and crucial facet of our overall service program.

Another aspect of our program that is not often mentioned in any great detail is the Joseph Conrad Memorial Library. Here again we can quote annual statistics such as those for the year 1970 when we record that the reader attendance was 43,236 and that over 3,000 books were circulated and that income from memberships was \$959. But this doesn't begin to tell the real story. For example, during the year, by adding additional shelving we have doubled the volume capacity of the library — from 8,000 volumes to 15,000. Yet I doubt that you could tell where these shelves have been added because the appearance of the library has not changed nor does it appear to have shrunk in size. The reason for the expansion is to bring it to a size more appropriate to the educational needs of the seaman in today's technological society.

One can now find almost any type of ship from any country or period within our network of reference materials. We are on standing order for annual volumes of a number of types of ships registers. In addition to the coverage of Lloyd's Register of Shipping for almost two hundred years, we have Janes' Fighting Ships, Merchant Vessels of the U.S. and Oceanographic Vessels of the World. Through our photograph collection we are able to supplement the information found in the registers with photographs, interior views, cruising schedules, etc. on hundreds of merchant ships.

Over a six-month period we have answered more than a thousand reference questions. This varies from letters sent in requesting specific information, to helping seamen, students and other patrons in finding the answers to questions. Frequently we have visitors who come in to do special research on maritime history and genealogy. The Conrad Library has become very well known in the neighborhood and is used by firms and other special libraries in the area for information on maritime subjects. Lloyd's Register of Shipping refers requests for information about ships to us and the U.S. Coast Guard sends all seamen to this library for tonnages and other information about ships.

But despite all this, I want to point out another way in which we have involved the patrons of the building in support of our program and effort.

For years we have been involved in placing aboard ships reading matter — books, periodicals, newspapers — at no charge and whenever possible in the native tongue. For many years we had a book collection service whereby our station wagons would call almost anywhere within the city limits to pick up books, usually hard cover, which people wished to donate, either for our library or for shipboard use. For many years we were able to sell to second-hand dealers those which were inappropriate for our use and with the proceeds finance foreign-language periodicals or some other type. Of recent years we have had to curtail these "collections" because (a) it was uneconomical to make calls at such a distance from headquarters, (b) we were becoming a dumping ground for attic and estate clean-outs, and, (c) hard-cover books are less and less appropriate for shipboard reading.

This last fall therefore we embarked on an experiment designed to involve non-seafaring patrons of the building.

Prior to the week set aside we made announcement in the dining room menus and other places, informing people of a "Send your Paperbacks to Sea Week". A sea chest was set up in the lobby with attractive signs, and patrons were invited to clean their shelves of no-longer-wanted paperbacks and donate them for distribution among seamen on the ships. As a result of our first endeavor we received 3,467 paperbacks for shipboard distribution. We now plan to make this a semi-annual effort and I think you can see its advantages.

As any library does, we have our characters too. One afternoon a lovely old lady with gray hair, a kind face, and wearing a fur piece around her shoulders, arrived in the library and asked to see the librarian. She was introduced to Mr. Whiddon, who, by the way, received his Master's Degree in Library Science from Pratt Institute last June. He, thinking she was a volunteer from the Women's Council, showed her the Joseph Conrad collection in which she appeared to be especially interested. Then she asked for a bibliography of Conrad's writings. She sat studiously working at a table for some time, at the end of which she handed Mr. Whiddon a paper written out by hand to keep — it was the complete bibliography of Conrad, laboriously copied.

Two more ideas for this year and then I think I am done. You will notice that our receipts from Ways and Means for this year are about 18% behind last year. Do not be misled by this. Our loyal individual supporters have not abandoned us. Much of this is due again to the fact that the American passenger fleet has been withdrawn from service. A fair portion of this money was represented by the proceeds we used to receive from these vessels as the leftover from the bingo games — horse racing

games, etc., which were provided for passengers' entertainment. Obviously, these monies are no longer available. We still receive contributions of this sort from foreign lines sailing out of New York such as Cunard, and we would like to convince other foreign flag owners using this and other east coast ports that our services to their crews are worthy of their support and by the same means.

Still under Ways & Means are two items I want to call to your attention. At the time of death people are mentioning us as an appropriate agency for memorial contributions in lieu of floral offerings. In 1970 these memorial contributions amounted to \$13,500. Again, our Christmas Appeal which when we first promulgated it through the Lookout in 1965, produced \$600, brought us \$2,449 in 1970.

At our meetings through the year I have reported on a number of developments which need not be repeated here. One major development however has been in persuading the Port Authority to remove from our lease the prohibition against the sale of beer. If we now can successfully cope with the New Jersey State authorities, our hospitality and our financial picture at Port Newark should show positive improvement.

Internally we are trying to keep abreast of the times. With a number of our employees we are living very amicably under a Union contract. Obviously this causes us to make adjustments on both sides of the house. Currently our Pensions and Benefits Committee is reviewing our current programs and practices to make sure that we are facing these matters to the best interests of all our staff.

In his message to Congress on December 1, 1862 Abraham Lincoln made this statement, "The dogmas of the quiet past are inadequate to the stormy present. As our case is new so we think anew and act anew. We must disenthrall ourselves". Having heard my reports to you for the last decade, you realize that this is a dictum to which I heartily subscribe. If we are to be fully alive and meet the needs of our clients we must always be as it were "sitting on the edge". Simply because it has worked in the past does not mean that any program or concept is sacrosanct. The primary question is always "Does it meet today's needs?" And so I say to you and to me, if we are going to continue to serve and fulfill the responsibilities which we have accepted, "We must continuously disenthrall ourselves".

Respectfully submitted,

John M. Mullen
Director

Gross income from departments		\$1,481,375	
Operating Expenses			
Salaries and Wages	\$ 935,120		
Employee Benefits	109,291		
Food & Merchandise	331,010		
Electric current, fuel, telephone service	163,956		
Supplies	101,352		
Insurance	28,535		
Publicity and printed matter, including "Lookout"	35,675		
Miscellaneous	20,917		
Women's Council — wool and gifts	26,354		
Investment Counsel, legal and accounting fees....	28,275		
Repairs and Maintenance	34,444		
Real Estate taxes	30,625		
Interest	295,392		
	<u>2,140,946</u>		
Religious and Personal Service Departments			
Salaries, expenses and relief	223,873		
Mariners International Center, Port Newark			
Salaries, expenses	122,157		
Merchant Marine School & Seamen's			
Advanced Education	128,412		2,615,388
Salaries, expenses			
Excess of expenditures over income from			
operated departments			(1,134,013)
Less Dividends, interest and other income			
from Endowments	521,590		
Credit Bureau recoveries	16,745		538,335
			<u>(595,678)</u>
Deficit from Institute operations			
Contributions for general and specific purposes			
Ways and Means Department and special items ..	141,270		
Pier Collections	38,750		
Women's Council	43,689		
Diocese of New York	1,162		224,871
			<u>(370,807)</u>
Deficit from Operations			
Depreciation — 15 State Street, Bldg.,			
Furniture, & Equipment			(188,000)
Depreciation — Port Newark Bldg.,			
Furniture, & Equipment			(20,575)
			<u>\$(579,382)</u>
Deficit for Year Ended December 31, 1970			

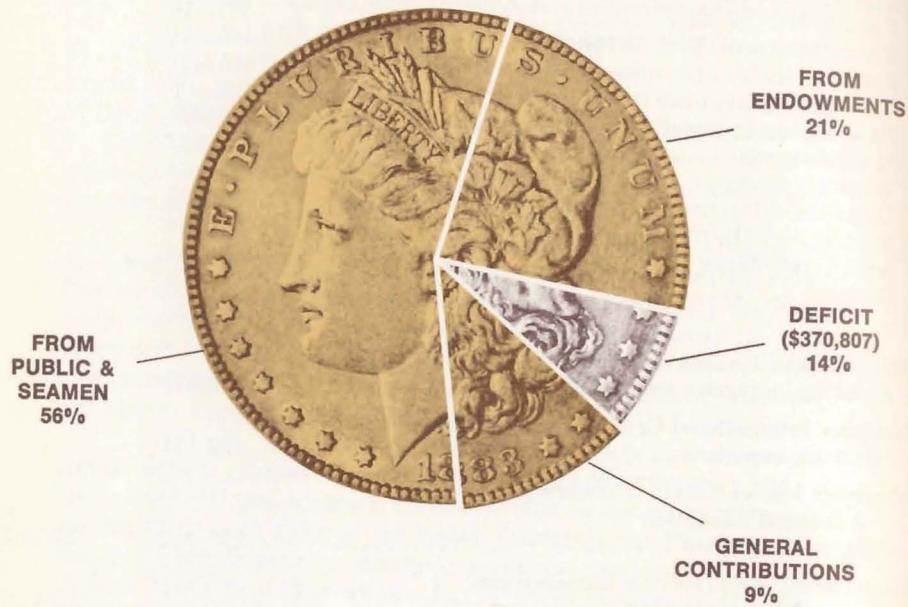
() Denotes red figures

The Condensed Statement of Operating Income and Expense for the year 1970 derived from the books and records is set forth above. Audited financial statements will be available at the Institute for inspection upon completion.

Respectfully,
Henry C. B. Lindh, Treasurer

SOURCES OF INCOME DURING 1970

OPERATING BUDGET \$2,615,388



OPERATIONS FOR SEAMEN

Totally Subsidized

Library
Game Room
Alcoholics Assistance
Ship Visitation
Religious Activities
Missing Seamen Bureau

Partially Subsidized

Baggage Room
Credit Bureau
Adult Education
The Lookout
International Seamen's Club
Mariners Int. Center,
Port Newark
Women's Council

Nominally Self-Supporting

Hotel
Food Services

SUMMARY OF SERVICES IN 1970

AT
15 STATE
STREET

1,960	American and foreign ships were visited and welcomed.
11,152	Seamen, representing 26 foreign nations, were entertained in the International Seamen's Club.
203	Services were held in the Chapel.
41	Missing seamen were located.
98,915	Rooms available for occupancy by merchant seamen for the year.
3,438	Seamen and members of the community attended SCI School of Continuing Education (open groups — 3,274; tuition classes — 164)
463	Students were enrolled in the Merchant Marine School (Deck—312; Engine—151)
43,236	Readers used the Conrad Library.
158,893	Books and magazines were distributed aboard ships.
9,469	Pieces of luggage handled.
732,996	Restaurant meals served.
7,812	Information Desk contacts.
1,820	People attended Sunday night films.
1,500	People attended programs in the Auditorium.
20,214	Visits to the Physical Education facilities
9,696	Christmas gift boxes placed aboard ships. (6,616 — N. Y.; 3,080 Port Newark)
AT PORT NEWARK	3,800 Seamen used playing field; 96 official soccer matches were played.
1,934	American and foreign ships were visited, including American and foreign tanker ships.
27	Religious services were provided in the Center.
48,000	Seamen were in some way served through the staff at Port Newark.
1,488	Men were taken to dances at Seamen's Church Institute, New York.
29,649	Letters were mailed for seamen.

A Salute to Our Neighbors

This is the second of a series of brief articles on some of the organizations and institutions established in Lower Manhattan very early in its history, all of them nearby to Seamen's Church Institute of New York. To continue this series we go back one hundred and forty-two years when The Seamen's Bank for Savings came into existence.

The Seamen's Bank for Savings in the City of New York

We shall have to cast our gaze back to New York of 1829, to understand the unique position occupied by The Seamen's Bank for Savings when it first came into existence. General Andrew Jackson had just begun serving the first of his two terms in office. New York, finally in 1825 gained supremacy as a seaport when the Erie Canal was opened. It was the hub of three major trade routes — from Europe, the Near East and the Southern U.S. ports.

The bulk of the City's 200,000 population was to be found in the lower part of Manhattan Island and it was said that at least one member in every family was connected with maritime

trade. Tallow dips and whale oil were still in general domestic use for lighting, and the only public conveyances in this bustling metropolis of the nation were the horse-drawn stages that ran up and down Broadway. The sky along the waterfront was latticed with the stately masts and spars of an ocean-going fleet of sturdy, square-rigged packet ships, and during the decade just ending, those of American build had carried an average of about 90% of our import and export tonnage. In such an atmosphere and setting was The Seamen's Bank for Savings born.

The idea that led to its organization had its inception with several of the Trustees of the Society for Promoting

the Gospel among Seamen in the Port of New York, commonly known as the Port Society. To the Trustees of the Port Society there seemed a definite need for such an institution to serve the men connected with New York's great maritime trade.

There existed commercial banks for the financial needs of the city's shippers and merchants but they did not supply the much needed depositories where the common man could place his earnings for safekeeping. This was particularly true of the men who went to sea and were paid off on return to port from long voyages. It was not uncommon for the seafarer's wages of many months to be taken from him in local pubs almost as soon as the seaman docked.

The urgent need for an institution to serve these men prompted leading ship owners and prominent citizens to petition the New York State Legislature for a charter. Under date of January 31, 1829, a charter was obtained for the formation of "The Seamen's Bank for Savings," a mutual institution, philanthropic in purpose, to "receive . . . deposits from persons who are seamen and others immediately connected with a seafaring life."

With Najah Taylor, merchant and importer, as president, the Bank opened on Monday, May 11, 1829, on the second floor of 149 Maiden Lane, at the corner of Front Street, in New York City. Moses Grinnell, a trustee, brought in the first depositor, a stevedore named James Chappel. Although only 23 years of age, Moses Grinnell was already the senior partner of Grinnell, Minturn and Company. This company owned the renowned Swallowtail Line of ocean packets, which included, years later, the world's famous clipper ship, *Flying Cloud*.

Among the trustees in the early years of the Bank were many leaders of New York's maritime trade, including:

William Whitlock, Jr., who owned

shipping lines to Le Havre, France. It was his ship, *Cadmus*, which brought Lafayette to America on his second visit, in 1824.

Captain Charles H. Marshall, who was successively seaman, shipmaster, manager, and principal owner of the Black Ball Line of packets — the first line to establish regular, scheduled service from America to foreign ports and return.

Captain E. E. Morgan, one of the most popular shipmasters of his time, who owned the London "X" or Morgan Line of packets.

These are just a few of the distinguished trustees in the maritime trade from whom The Seamen's Bank for Savings inherited its romantic, "salty" character. Actually, the Bank's service was restricted to seamen for only four and one-half years. In 1833, the Bank extended its service to people of every calling. It has always retained its traditional interest in seamen and has worked closely with the Seamen's Church Institute, since its beginning in 1835, to encourage thrift among seamen. Many of the Bank's trustees also served on the Board of the Institute and the late Clarence G. Michalis, a former Chairman and President of the Seamen's Bank, served as President of the Institute for 25 years.

The Main Office of The Seamen's Bank for Savings has been located on Wall Street during all but the first two years of its history. In 1955 the Bank built its present imposing office at 30 Wall Street, on the historic site of the old U.S. Assay Office. There are four other offices. The Bank's magnificent collection of marine art and memorabilia which decorates all offices, preserves for future generations the glorious maritime heritage that is ours.

Spanning the gap from sail to nuclear powered vessels, The Seamen's Bank for Savings is proud of its one hundred and forty-two years of service to the community.

Scene in 1829 of The Seamen's Bank for Savings first home on the second floor of 149 Maiden Lane, corner of Front Street looking toward the East River.



Address Correction Requested

LOG of the *S.S. Vulture* from *Waterford* towards *Milford*

OURS.	K.	F.	COURSES.	WINDS, &c.	Lee Way.	REMARKS, &c.
<i>Saturday</i> <i>Nov 2nd 187</i>						
2				<i>West</i>		<i>this 2^{1/2} hours begin with fresh breeze and clear</i>
4						<i>Porter Discharging cargo</i>
6						<i>crew painting funnels and clearing braces</i>
8						<i>Porter taking in cargo</i>
10						<i>Porter taking in cargo</i>
12				<i>W S W</i>		<i>Noon Strong Wind and clear</i>
2						<i>P.M. So Weather Porter taking in cargo</i>
4			<i>S S E</i>	<i>N W</i>		<i>crew Shipping 80 pigs & cattle at 4.45 Left Waterford</i>
6						<i>6.15 Rounded Hook Tower at Hour</i>
8			<i>S E by S</i>			<i>7.13 Sailed Coningley at Ship Strong gail and heavy sea</i>
10						<i>11.45 Sailed South at Hour to N.E. Distance 2 miles</i>
12			<i>S E</i>	<i>N W</i>		<i>Mid Night Strong gail and heavy sea</i>
						<i>Distance per Log _____ Variation _____</i>

OURS.	K.	F.	COURSES.	WINDS, &c.	Lee Way.	REMARKS, &c.
<i>Sunday</i> <i>November 3rd 187</i>						
2						<i>this 2^{1/2} hours begin with strong gail and heavy sea</i>
4				<i>N W</i>		<i>at 1.30 Attd Rounded St Ann's light</i>
6						<i>2.40 Arrived at Boston New Milford crew</i>
8						<i>Discharging live stock Porter Discharging cargo</i>
10						
12				<i>N S W</i>		<i>Noon Strong Wind and clear</i>
2						
4						<i>P.M. fresh breeze and clear</i>
6						
8						
10						<i>Later Part So Weather</i>