the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

JANUARY 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.

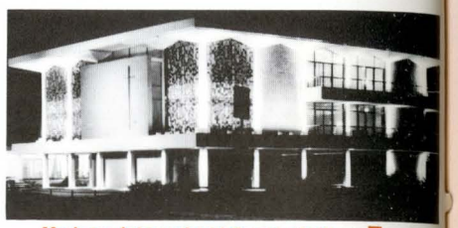
More than 753,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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.

Seamen's Church Institute
State and Pearl Streets
Manhattan

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.



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

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.

the LOOKOUT

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COVER: Ancient nautical engraving

THE GOLDEN HIND

A replica of Sir Francis Drake's famous flagship on the first English circumnavigation of the globe, December 1577 to September 1580, the *Golden Hind* is being built at Appledore, Devon, England. It is due to be launched next spring, after which it will retrace Drake's route to the New World.

On his return, Elizabeth I knighted Drake on board the *Golden Hind* amid much splendor of pageantry followed by banqueting at Deptford on the Thames. She gave orders for the vessel to be preserved — although it was riddled with shipworms — so that it might remain a monument to Drake's and England's glory. The *Golden Hind* became to the Elizabethans what the *Victory* became to the Victorians.

The *Golden Hind* remained at Deptford, but after a century she had decayed so badly that it was decided to break her up. A chair was made from some of the sound timber, and Charles II presented it to Oxford University.

With the exception of Nelson's, no English sailor's name has such power to stir Englishmen as Drake's. His courage, his unrivalled skill as a seaman, his swift power of improvisation, his bold leadership, his care for his men, his full-blooded hatred of England's enemies, his very boastfulness and love of state and ceremony have endeared him to the ordinary man.

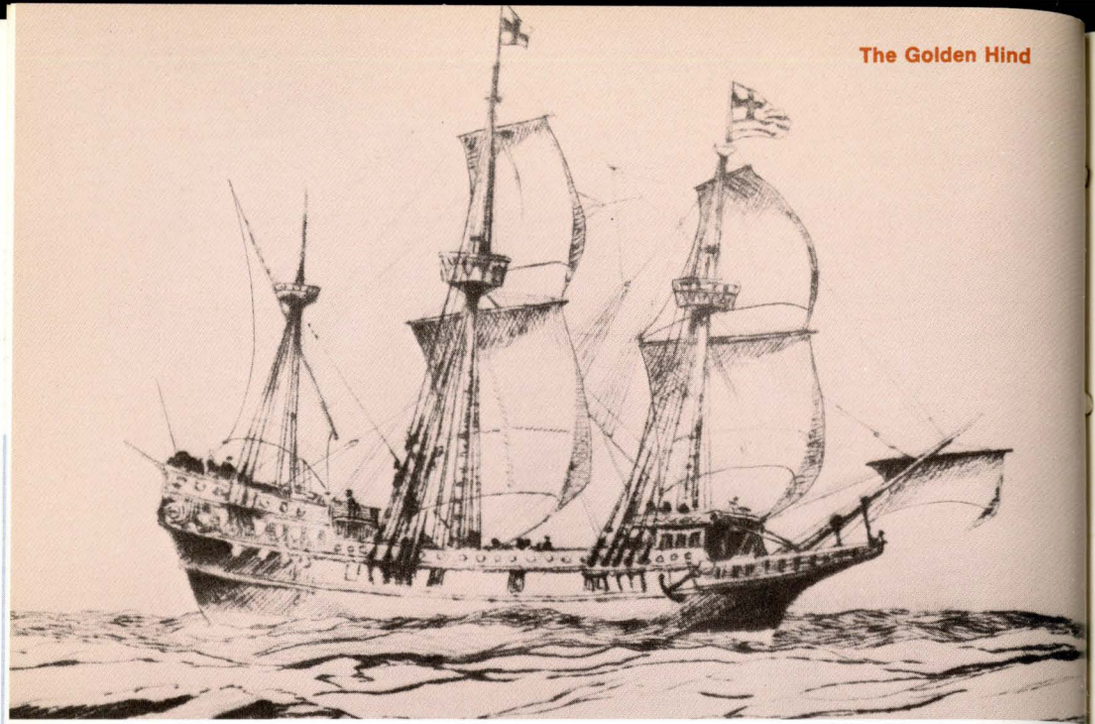
The *Golden Hind* was not a large vessel by standards of the time. Most of the Queen's ships, apart from barques and pinnaces, were bigger as were many ocean-going merchantmen and private men-of-war. Her accurate dimensions are not known, but the *Golden Hind* was a three-masted vessel of about 100 tons, with a long beak bow, and probably 75 feet from stem to sternpost.

She had a beam of 19 feet, and a depth of hold of nine or ten feet. Although she drew thirteen feet when on voyage and deeply laden, her normal draught was about nine feet. An illustration made some years after her voyage shows the *Golden Hind* with a long counter-stern.

For her size the *Golden Hind* was exceptionally well-equipped. For instance, she had topgallant sails for main and foremast, which was an unusual addition to the standard rig in small and middle-sized vessels. She was described as a "floating arsenal," and although she probably carried no gun larger than a demi-culverin (a long range nine-pounder), but with 18 cast pieces she was as well armed as many a privateer in the 200-ton class.

The Spaniards were impressed by the number and variety of the other weapons—arquebuses, calivers, pistols, pikes, fire-bombs, fire-pikes, bows and arrows, gun-powder and different kinds of shot, together with coats-of-mail, corselets and other accoutrements of battle. Some of the missiles were made aboard the ship by the gunners;

by E. R. Yarham



The Golden Hind

"smith's coals" were taken for the forge as well as trench-tools — pickaxes, spades, shovels, mattocks, hatchets, and crowbars.

Among the officers was a Portuguese pilot whom Drake had taken from a ship captured off Africa because he knew the Brazilian coast. This man, Nuno da Silva, was put on board a ship bound for Panama when Drake put into Gualulco, Mexico, the last port he raided.

Afterwards de Silva wrote narratives and depositions which shed light on the incidents of the voyage. Whenever Drake captured a ship he took her charts and her pilot, as was the practice of those days when the Spaniards and Portuguese kept their knowledge of the New World to themselves. Da Silva left the best description we have of the *Golden Hind*.

He wrote: "The Capitana (flagship) is in a great measure stout and strong. She has two sheathings, one as perfectly finished as the other. She is fit for warfare and is a ship of the French pattern, well fitted out and furnished with very good masts, tackle and double sails. She is a good sailer and the rudder governs her well. She is not new, nor is she coppered nor ballasted.

"She has seven armed portholes on each side, and inside she carries 18 pieces of artillery, thirteen being of bronze and the rest of cast iron, as well as an abundance of all sorts of munitions of war. She also carries workmen and a forge for making nails, spikes and bolts."

Drake is described as a short man with a fair beard. He was treated with the utmost respect, and a sentry was always posted at the door of his cabin. The crew were smart and well trained, and although discipline was strict, Drake treated them well and they served him with affection.

Zarate, captain of the Spanish treasure ship, *Cacafuego*, captured by Drake, left many intimate glimpses of him. He testified: "I managed to ascertain whether the General was well liked, and all said that they adored him."

The ship was exceptionally well found, and carpenters and caulkers were carried for repairs. There were

(Continued on page 8)

Not all the hazards faced by mariners aboard the sailing ships came from above. Some of the most dangerous were those unseen, below the sea's surface. Probably the worst was the slow depredations of the infamous Shipworm, which from ancient times was a threat to any wooden-hulled ship.

There are several species of Shipworm or Teredo, all basically the same. Although they have naked, wormlike bodies, up to 12 inches long and one-half inch thick, they are modified bivalve molluscs related to mussels, cockles, piddocks, etc.

The two halves or valves of the small, one-half inch-long shell at the end of its body have been developed into a highly efficient boring "tool," like a three-lobed blade. Powerful muscles contract and retract causing the sharp "teeth" on the valves to scrape the surface of the wood.

Another part of its body, the "foot," is used as a sucker to grip the wall of the tunnel and maintain the cutting surface of the shells or valves against the surface being penetrated.

By continually repeating this, coupled with muscular control and release, and regularly changing its position, a smooth, round tunnel is laboriously bored into the wood.

As it progresses, the Teredo lines the tunnel with a shelly material manufactured by its body to prevent the tunnel's collapsing and can close the entrance with two limy plates when required.

Each individual Shipworm is also able to sense when it is boring close to the tunnel being created by another

by Alan Major

"YE DREADED SHIPWORME"

Courtesy of the American Museum of Natural History

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Section of wharf pile bored by shipworms (*Teredo navalis*)

Teredo navalis

Shipworm and avoids it by turning in another direction. In heavily infested timber sometimes the division between two Shipworm tunnels is paper-thin.

Shipworms feed upon a percentage of the wood they bore and also on microscopic particles in the water they inhale through siphons or tubes used to convey water to the gills for respiration. In the past they caused a huge amount of serious damage to and destruction of wooden-hulled ships. They also attack wooden pier piles, jetties, dikes, underwater wooden constructions and any sea-immersed timber.

In an attempt to protect their vessels from this pest various methods were tried by mariners. The Romans and Greeks sheathed their ships with lead plates, a method still in use up to the 17th century, but not very satisfactory as the weight of the lead often made the ship unstable and difficult to control in bad weather.

When the bolts attaching it to the wood hull rusted through, the lead usually fell to the seabed allowing the Shipworms to enter the revealed timbers. Sheets of copper were also used, but the sea soon corroded these, and, also a reaction was set up between the copper sheets and iron bolts accelerating rusting of the latter holding the ships' timber together; so many a ship limped home in danger of breaking up.

Another method was to build the vessel with a double hull, so that after boring into the outer wall the gap in between was sufficiently wide to prevent the Shipworms' penetrating the inner wall, but for some reason, perhaps cost, this method was not widely used.

Various ways were used to treat the hull to prevent its being bored into. One was to use fire to char the hull's exterior. Another was to smear on a mixture of tallow, "train oyl" and powdered glass. This was a common practice in the 18th century in Europe. A French writer, Antoine Noel, in his "Spectacle of Nature" published in 1733, described the process: "This is one of the wisest Precautions they can make use of to prevent the Worms from eating into the Wood and thereby giving Admittance to the Water through a thousand little imperceptible Avenues. . . . Thus it lives and without stirring from its Hole ingenders a Brood of Insects like itself that would in a little time dig the Ship as full of holes as a Honey-comb, were they not frequently to besmear it over with Tar and beaten Glass, when they lie in any Road or Harbour in order to lacerate the mouths and entrails of such young Worms as have not bor'd their way into the Wood and to kill the others in their Nests by shutting them up close prisoners.

"Mariners find themselves under a Necessity of repeating this Precaution often, otherwise these indefatigable and undermining creatures would soon punish them for their Negligence seeing the most careful and watchful Mariners have sometimes enough to do to keep themselves clear of them.

"Thus we see how those formidable floating Castles that carry whole Armies and belch out Fire and Smoke on every side, seeming at once both the Glory and Safeguard of Kingdoms are in danger of perishing by the Bite of a little insignificant Animal; we see how so mean a Creature as a Worm, in the Hand of God is a sufficient Instrument to let Men see the Weakness of all their boasted strength."

Following this method, various "soaps" were used with only moderate success. Pitch also prevented the penetration for a time but as paint manufacture improved, regular use of this slowed the Shipworm's attacks on a ship's timbers. The introduction of the Ironclad and steelplated hulls stopped this type of infestation completely, but Shipworms can still be a serious problem if smaller wooden-hulled craft, waterside wood buildings on piles, piers and jetties, etc., are not treated regularly.

Buoy Operations in New York Harbor

More than 200 years ago, a common way to mark waterways for safe navigation was by wooden spars and barrel-like constructions. Over the years, this system yielded to what the mariner uses today in picking his way along the coast, rivers, harbors and inlets — a system of multi-colored lighted and sound buoys of various shapes, numbers and characteristics.

The new system, known as the "lateral buoyage system" because it marks

the sides of a waterway, plays a major role in New York Harbor's navigational safety. These "aids" dot the upper and lower bays, rivers, navigable creeks and waterways, marking reefs,

wrecks and rocks, steering the mariner safely on his course.

In all, nearly 2,000 buoys are "on station" throughout the seven mid-Atlantic states of the Third Coast Guard District and stretch from Block Island, R. I., south some 250 miles to Rehobeth Beach, Del.

Throughout the district, some 300 Coast Guardsmen aboard seven specially designed "buoy tenders" maintain the buoys, with about 35 per cent of the total effort devoted to New York Harbor and its environs.

Three tenders, the 180-foot *Firebush*, the 157-foot *Red Beach* and the 80-foot stern-loading *Tern*, operate out of Governors Island, N. Y., headquarters for the Third District. Two others operate out of New London, Conn., and one each out of Cape May and Gloucester City, N. J. Each tender travels 2,500 to 5,000 miles a year and tends between 80 and 350 buoys apiece.

The *Firebush* works buoys in and around New York Harbor while the *Red Beech* concentrates in the Hudson River and around Staten Island. The *Tern* works in the Arthur Kill, Kill Van Kull and into Long Island Sound up to Execution Rocks and Great Cap-

tain Island Light Station. Forty-six foot buoy boats maintain small unlighted buoys in New York Harbor and the Hudson River.

The men who "tend" these buoys say it is a dangerous and dirty job. They wear helmets, protective shoes and life jackets because "the buoys sometimes swing as they are hauled onto deck," said a crewman aboard the *Red Beech*. "They can knock a man overboard or pin him between the buoy and the side of the vessel.

When the tender is alongside a buoy, the crewmen either work on it in the water or haul it up on deck with a swinging crane. "Sometimes we just change a battery or check the position of a buoy," reported a crewman on the *Firebush*. "Mostly, we first scrape off the barnacles and then repaint the buoy," he added. The buoy is then placed back in the water.

About every six years, buoys are replaced on station by a reworked or "new" buoy. The buoys are brought back to the buoy dock at Governors Island where they are repaired, cleaned, sandblasted and given seven coats of new paint. Afterwards, they are taken back out to sea. Their life expectancy is about 25 to 30 years.

Buoys are built by the Coast Guard at the Coast Guard's maintenance and repair facility in Baltimore, Md. The buoys in the Third Coast Guard District are placed in the water from 100 yards to 32 miles offshore.

There are four basic types of buoys: can, nun, sound and lighted. The can buoy is cylindrical, or can-shaped while the nun is conical. The sound buoy is a float supporting a short skeleton tower in which is fixed a bell, gong, whistle or horn. The lighted buoy is a float supporting a tower with a lantern on top. Frequently, lights and sound signals are combined on buoys.

The Golden Hind *(Continued from page 4)*

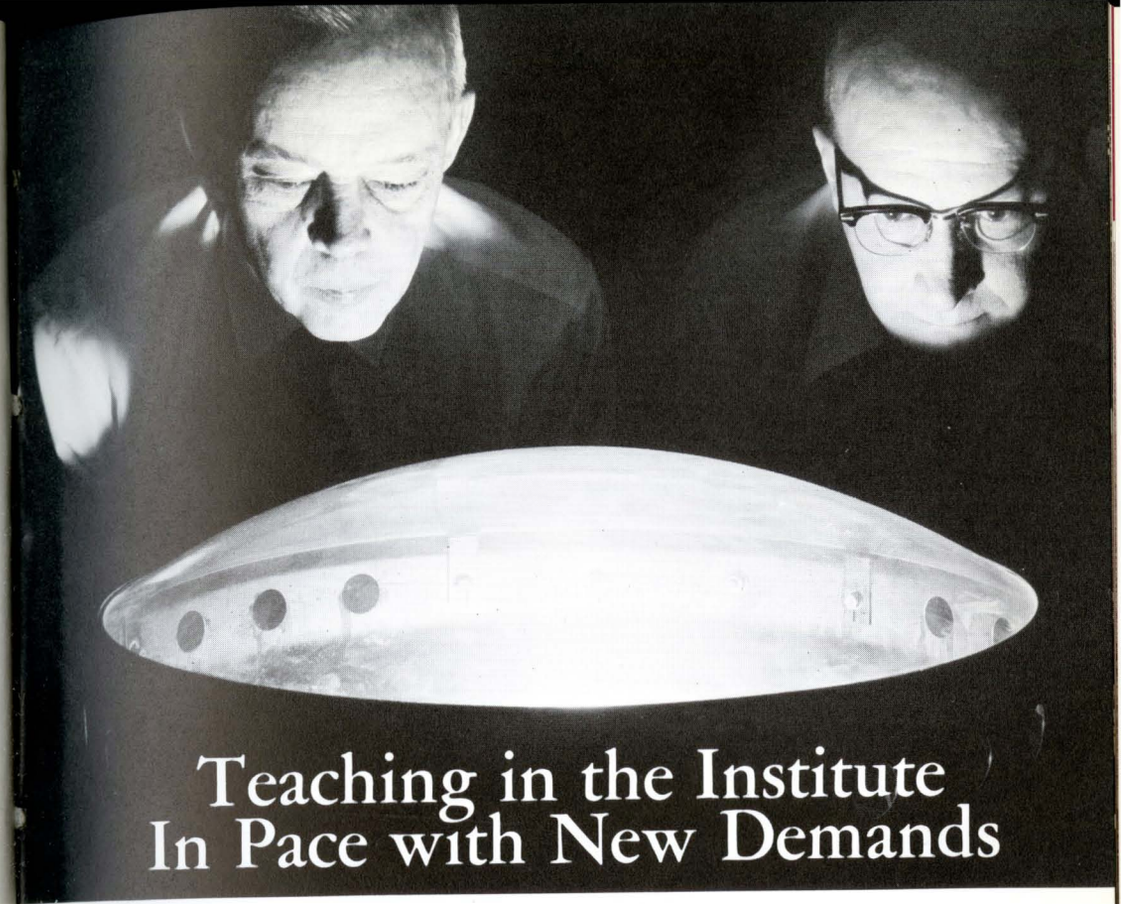
also men who sketched the coast so accurately that anyone who followed Drake could be sure of the course. Gambling was forbidden and prayers were said regularly, with Drake reading prayers to the officers and chaplain Fletcher to the crew.

On Sunday Drake would put on his best clothes and the ship would be decked with flags and streamers. He even preached on occasion, and led the singing with his men to the accompaniment of viols, the service being concluded with a dance performed by a page boy.

Drake observed the utmost state and ceremony. In the words of one of the prisoners: "Trumpeters announced his dinner and his supper hour. He ate with his gentlemen, and Nuña da Silva, his pilot, and perhaps one or two of his prisoners were his guests.

"Viols made music for him; he had his young cousin, John Drake, to stand his chair, as his page; no one, not even of the gentlemen, wore his hat until Drake bid him to cover himself.

"He was served on silver dishes with gold borders and gilded garlands, within which his arms were engraved. Delicate accessories, such as perfumed waters, graced the meal. He said that many of these had been given him by the queen."



Teaching in the Institute In Pace with New Demands

Ancient Gaul, Caesar reported to us, was divided into merely three parts.

Unlike Gaul, SCI training in seamanship available to qualified seamen, is divided into many parts.

The original SCI Merchant Marine School, founded in 1914, is made up of two basic components — deck and engineering—and has been augmented in recent years by more and more technical courses in the operation of sophisticated electronic navigational devices.

The curriculum of the deck segment includes the two fundamental categories: navigation and seamanship.

Navigation takes up techniques for finding a ship's position by celestial plotting, satellites, etc., all of which require some proficiency in mathematics.

Seamanship teaches cargo stowage, general rules and regulations, fuel consumption, tides and currents, winds and weather.

Men training to become licensed engineers learn about steam or diesel engines, electricity, boilers, turbines, refrigeration — and a good grounding in mathematics and physics is an asset.

The school expanded its program beginning in 1967 to include instruction in the Gyrocompass and Loran, the instrumentation for these courses occupying special areas of the School quarters. Loran is the acronym for long-range-navigation.

Housed in the Institute is the Radar Observer School operated and staffed by the Maritime Administration of the U. S. Department of Commerce. The radar observer courses (radar detection and ranging) are designed to train deck officers in the interpretation of the radar screen.

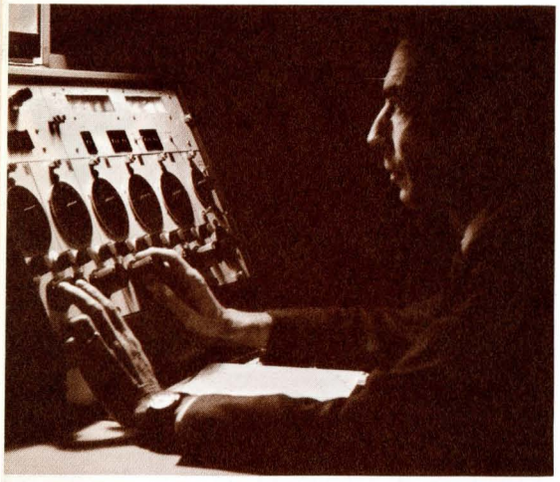
Realistic simulation of conditions — ship traffic and otherwise — found at sea, in crowded harbors, channels, etc., can be set up by the instructor on a console linked to all the practice radar units in the classroom. This gives the student practice in collision avoidance, plotting and navigation with radar as the only source of information.

The Marine School has, since its inception, prepared, trained and followed the career of many a seaman from an A.B. (able-bodied seaman) to master, or from oiler to chief engineer.

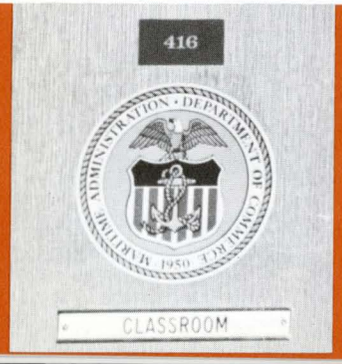
During the last few years 4,400 men have received School diplomas. It is known that more than this number of former SCI students have received licenses from the U. S. Coast Guard.

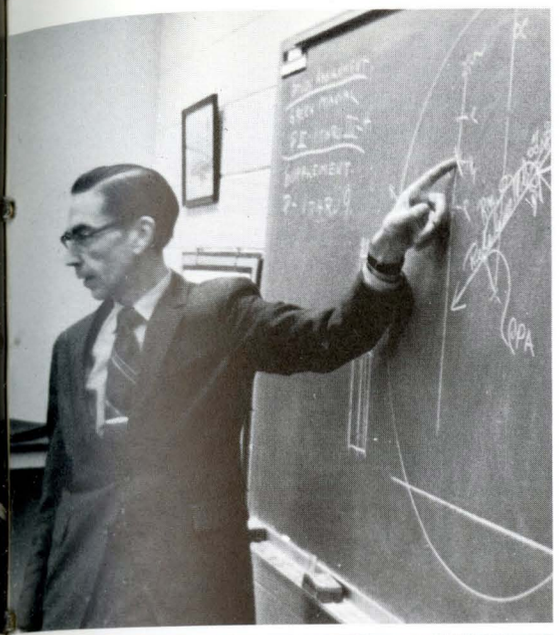
During World War I the Merchant Marine School trained, at the request of the Navy, over 5,000 men in emergency seamanship.

RADAR



Photography by the editor





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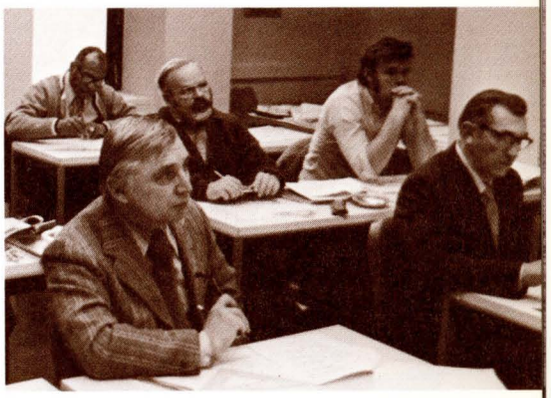
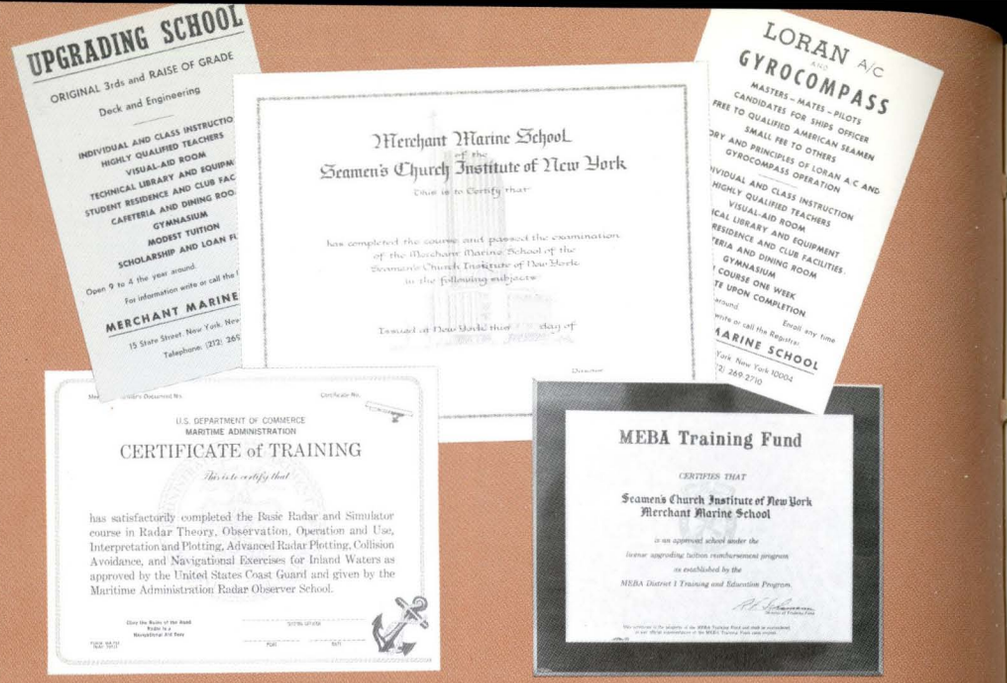
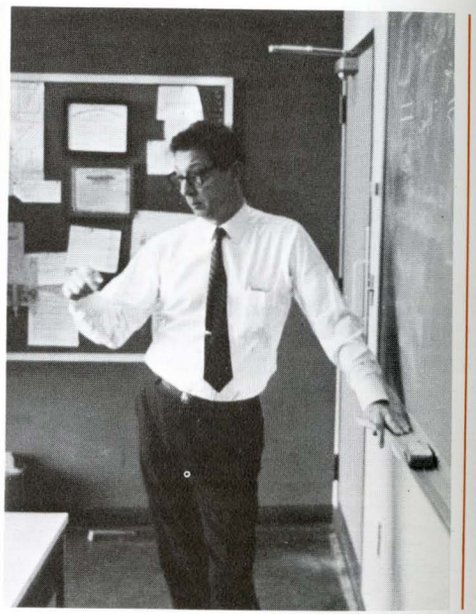






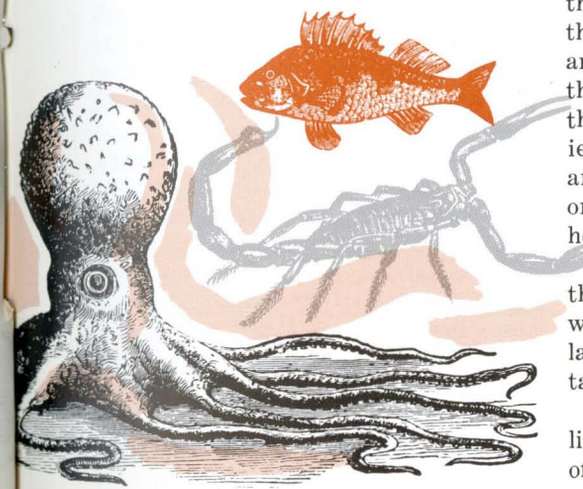
finding the way

by George R. Berens

After a few days at sea, when they have recovered from seasickness and have found their 'sea legs,' many passengers in ocean steamships start taking an interest in their surroundings — and asking questions. They look about beyond the ship and see nothing but sea and sky except, perhaps, for a few porpoises jumping above the waves, or birds gliding overhead.

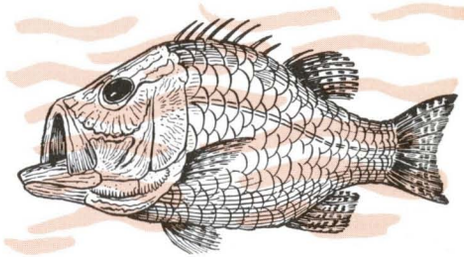
In such a beautiful, simple, unmarked environment one of their favorite questions is, "But, how do you find your way?"

The ship's captain or officer to whom this query is usually addressed is a bit puzzled. He knows the answer well enough, but he recalls that he studied hundreds of pages of numerous textbooks to arrive at it. Time will not allow, nor the patience of the questioner permit a long, involved answer. He must try to explain in as few words as possible.



Out beyond the sight of land navigation, the guidance of a ship to her destination, consists mainly of the use of dead reckoning, celestial observations, or of modern electronic systems, if the ship is equipped with them.

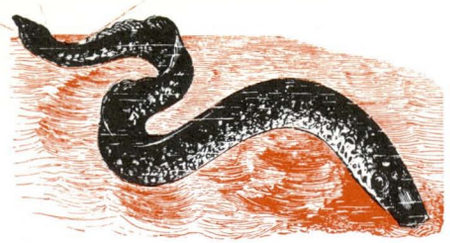
The navigator lays out his proposed course on a chart, or ocean map. He follows it by use of the compass; the magnetic compass in use for centuries, or the gyroscopic compass of recent times. By keeping account of his course and speed, and allowing for drift occasioned by ocean currents, or wind, he can ascertain the approximate position at any time.



Out of sight of land there are no markers on the seventy per cent of the earth's surface covered by sea. But there are markers in the skies. Above, the celestial bodies, sun, moon, planets and stars, which navigators regard as the "vast sphere of heaven" encircling the sphere of the earth. It took centuries of arduous study by astronomers and mathematicians to produce data on the location and movements of the heavenly bodies.

The ship navigator, by measuring the altitude of certain celestial bodies with his sextant, applying all the tabulated data available today, can ascertain his position with great accuracy.

Every few hours throughout the daylight and twilight hours ship's deck officers will be taking sights with their



sextants whenever celestial bodies and the horizon are visible. Until recent years this method of finding the way, known as celestial navigation, was the only means available.

In the last thirty years electronic equipment has been increasingly applied to deep sea navigation. LORAN, an electronic navigational aid employing synchronized radio signals sent from shore stations, has proven to be very accurate.

The word "LORAN" is derived from "long range navigation," and ships at sea equipped with receivers can pick up these signals when they are as far off the transmitting stations as 800 miles by day, and 1400 miles by night.

The operator only has to tune in the signals and the receiver will give him the necessary data to plot his position on special charts. It takes only a few minutes to find an accurate position by this method, and LORAN coverage of the oceans is being increased year by year.

Another type of electronic navigational device developed in the last decade is known as the Inertial Navigator. Essentially it is a sophisticated computer that gives constant visual indication of a ship's position when underway. First developed for use with guided missiles, it has been adapted for the navigation of ships and aircraft.

With just this basic outline of the methods in use for the navigation of ships today any passenger will get an inkling of how the ship he/she is on finds her way about the trackless seas. But who understands how some of nature's great navigators find their way?

There are several species of maritime birds that fly for thousands of miles over the open ocean, and are able to find their way, year after year, to an exact spot terminating their long voyages. Shearwaters, albatrosses, arctic terns, and others have been banded in recent years, and their long overseas travels recorded.

Turtles are slow moving, ungainly creatures that barely protrude above the surface of the water they are swimming in. Yet the big green turtles, weighing up to five hundred pounds, often travel over the sea many hundreds of miles to some secluded island beach where they breed year after year.

Whales, and many species of fish are known to make sea journeys of thousands of miles to a definite destination, and such voyages are repeated generation after generation. One of the most remarkable of all nature's navigators is the common eel, a snake-like fish that is often to be found in the rivers, lakes and ponds of eastern North America and western Europe. There is little difference in appearance between American and European eels, and both are as expert at navigation.

Those passengers who asked human mariners how they find their way about the unmarked seas, and get a satisfactory explanation, still have nothing to even indicate how these eels find their way.

Instinct — yes, that is a glib answer; but it really explains nothing. The experienced mariner who has spent much of his time at sea finding the way aided by navigational devices that took centuries to develop, must wonder even more how these eels are capable of making their long voyages that always terminate in the exact spot they are destined for.

However do they find their way over or through the trackless seas?

The Faith of Captain Silas

by Enos Kalas

The black bow of the *Citadel* slashed the foaming sea, canvas billowed by the wind slapped the mast, sun and spray stung the ruddy face of Captain Silas.

The master of the 177-foot-long sailing vessel was engaged in the search for an uncharted heavenly kingdom called "New Jerusalem."

But his heart was no longer in it.

His search and his ship were launched at New London, Connecticut, early in 1786.

At that time the inhabitants were gripped by a religious revival and most were dedicated members of the New Light Baptist Church. Simple people they were. But they were also industrious and raised fruit and vegetables on the land in the vicinity of the harbor on the Thames River, north of Long Island Sound.

There were large orchards of apple and pear trees, from the fruit of which they made good cider. This, they shipped, along with their vegetables to Virginia, the Carolinas, Georgia, Bahamas and as far as Santo Domingo.

Captain Silas, being without a ship and to take up the slack, became involved in a course of instructions in the sect of the New Light.

The New Light was a branch of the Swedenborgian Church based on the teachings of Emanuel Swedenborg (1688-1772). After the death of this Swedish scientist, philosopher and theologian his followers organized the Church of the New Jerusalem.

About 1740, seven years before Swedenborg abandoned science and turned to the serious study of religion, the New Light sect was already active in New London.

And so it came to pass that Captain Silas, 46 years later, was being catechized in their teachings. The purpose of the preachers assigned to tutor him was to assist and inspire him to achieve the grace of extraordinary prayer.

Once attained, the perfection of the power of faith would open the gates of New Jerusalem where one would immediately partake of the joys of the Heavenly Kingdom without being subject to resurrection and the Last Judgment.

Captain Silas, eager to achieve this saintly perfection, appeared interested without trying. His mannerisms — giving his ear lobe a couple tugs, stretching his jutting jaw, nodding now and then, screwing up his deeply tanned face occasionally — impressed his brother churchmen.

In addition to his stevedore build and rugged face he was said to have been a smooth-talking ladies' man.

Normality was his ace. He didn't overact. He appeared honest to the core even as he openly auditioned his ambition to enter New Jerusalem without further delay.

Convinced all his impurities had been scrubbed away, the Captain, without question, accepted literally everything he had been taught. Then, without hesitation, he approached some of the members as credulous as himself.

On the basis of his reputation as a seasoned seaman he suggested they build a fast sailing ship. He would take them to this New Jerusalem and thus avoid the unpleasantness of dying and he added, intriguingly, "the uncertainty of awaiting resurrection."

His approach with the men was strong — denim and brogans stuff. To the women he spoke softly, often in a barely-audible voice, before getting down to the nitty gritty of dollars and cents.

The promise of instant resurrection mushroomed and gathered momentum as volunteers flocked to join him and become a privileged member of his human cargo on the one-way trip to the citadel of eternal life.

His enthusiasm raised high hopes as well as high tales around New London. Women donated their rings, earrings and other jewelry. The men gave money and those who had none went out into the forest to cut down and bring in the timber to build the ship.

More serious cloak-it-in-lace Bible students were offended by all these worldly preparations. Local law enforcement authorities checked to determine if the salvation-to-order operation was illegal. But, just as the first rumbles of rebellion against the proposed voyages were heard and, before any action could be taken to return Captain Silas back to dry dock, the vessel was completed and ready to sail.

It was not until after he put on his old sea captain's hat (which he got from an old sea captain) that second thoughts assailed him. As he inspected the spanking new 23-ton three-masted sailing ship he suddenly realized he hadn't the vaguest idea of what direction or what course to take to find New Jerusalem. But he kept his cool in spite of the atmosphere with its tricky winds.

Acknowledging to himself the fact that he was in a great quandary, he ingeniously extricated himself from this dilemma, conceiving an idea only a seaman possibly could.

Without admitting he didn't know where he was going or how to get there even if he knew, he tactfully cautioned his passengers that the prospective voyage to New Jerusalem would be a long one.

"Therefore," he said, "it would be prudent, nay, it would be indispensable for your safety to try out the ship first to determine whether she was seaworthy."

His landlubber associates recognized the truth of this and gave him a rousing hip-hip-hooray. And when he further suggested they freight the ship with a cargo of cabbages, carrots, onions, cider and other products of the district, they unanimously agreed.

The ship was named *Citadel* and Captain Silas set her course for Cape Francais where he did a profitable business. Three months later he returned to New London with a cargo of rum and molasses from which, when refined, more rum could be made.

Those who invested in the ship were so well pleased they were compensated from the profits that they weren't disappointed even when Captain Silas informed them that during the long voyage he had done a great deal of sound thinking and had reached the conclusion that New Jerusalem was nothing but an imaginary, chimerical place and therefore did not appear on any chart of the sea.

He gave his ear lobe a couple of tugs, stretched his jutting jaw, screwed up his deeply tanned face and in a husky voice said, "I am a sailor, not a missionary."

A few "Amen to that" were heard.

One shouldn't live in the past, but on the other hand a little reflection about the good old days, like this, never hurt anyone. It didn't do Captain Silas any harm either because it was decided to let him master the ship on condition that he continue to engage in trading and bring back molasses and rum of which they were very fond.

But the slow-dying hope remained that he just might find New Jerusalem when he least expected it.

Captain Silas was still thus gainfully engaged in 1788 when the first Church of the New Jerusalem was founded in London, and in 1817 held its first convention in Baltimore, Maryland.

Story idea inspired from a report in the translated journal of 1755 by Louis Le Clerc de Milford, published by the Lakeside Press, R. R. Donnelley & Sons Company, Chicago 1956.

Notes from the SCI Clubs

Chaplain G. B. Hollas of the Port Newark SCI Mariner's International Center recently observed five lonesome Greek seamen at the Center calling their homes in Greece at a cost of over $120. He said, also, "On one evening a group of Pakistani seamen walked over four miles (*from their ship*) to reach us; we explained that a telephone call would bring (*our*) car or (*our*) bus to the ship."

The hostess from the SCI (New York) International Seamen's Club commented: "We had many visiting from Australia on Tuesday night who were generous in their praise of the attention they received at the Club. Most of the residents spent Thanksgiving Day watching ball games on TV and attended the dance at night, during which a light punch and sandwiches were served all."

Chaplain Daley Retires

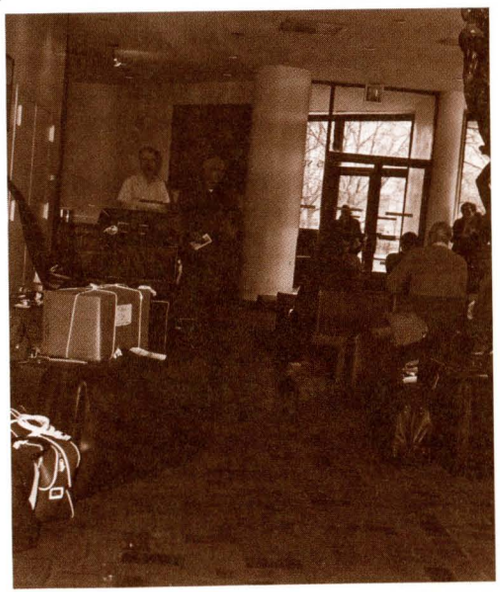
The Rev. Francis D. Daley, associated with the Institute since 1949 with exception of a five-year period from 1955, retired December 31 from active ministry and chaplain for the Institute to live in Florida with Mrs. Daley.

At the time of his retirement he was resident chaplain at the U. S. Public Health Service Hospital (Staten Island) where he had served since 1969.

Prior to 1955 he was assistant to the late Dr. Raymond S. Hall, then SCI Director, leaving the Institute that year for parish work at the Church of the Heavenly Rest, New York, returning to SCI in 1960.

He was graduated *optime merens* from the University of the South, subsequently receiving a Master of Divinity there and later awarded an honorary Doctor of Divinity degree from Joseph Smith Community College, now the University of Little Rock, Arkansas. He was a member of Phi Beta Kappa.

The baggage of ships' relief crews — crewmen enroute to their ships in the harbor or waiting for transportation to their homes — sometimes makes the SCI lobby resemble a holiday weekend in Grand Central Terminal.



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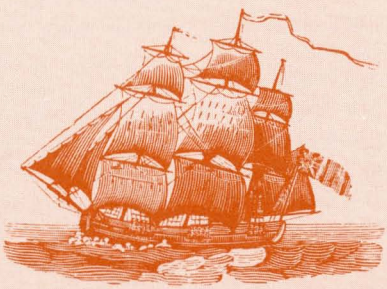

QUALIS AB INCEPTO

The tide comes in
turns back
runs thin.
Dawn
lights the wick of day
is gone.
As passion and splendor
subside
high and free
another tide
lifts the bounteous Sea.

Sarah Howard

SEA MOOD

Voice of the waves,
And the seagull screaming,
Wind on the water,
The white foam streaming
Back from the shore
With a menacing roar,
And a cold hard moon
Like a white sail gleaming—
What lies beyond this
To set men dreaming?

Nina Willis Walter