



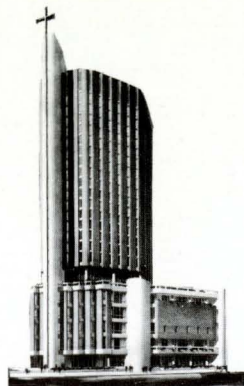
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

OCTOBER 1976



The Program of the Institute



Seamen's Church Institute
15 State Street, N.Y.C.

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.

More than 2,300 ships with over

96,600 men aboard put in at Port Newark annually, 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, designed and operated in a special way for the



Mariners International Center (SCI)
Port Newark/Elizabeth, N.J.

very special needs of the men. An outstanding feature is a soccer field (lighted by night) for games between ship teams.

Although 62% of the overall Institute budget is met by income from seamen and the public, the cost of special services comes from endowments and contributions. Contributions are tax-deductible.

the LOOKOUT

Vol. 67 No. 8

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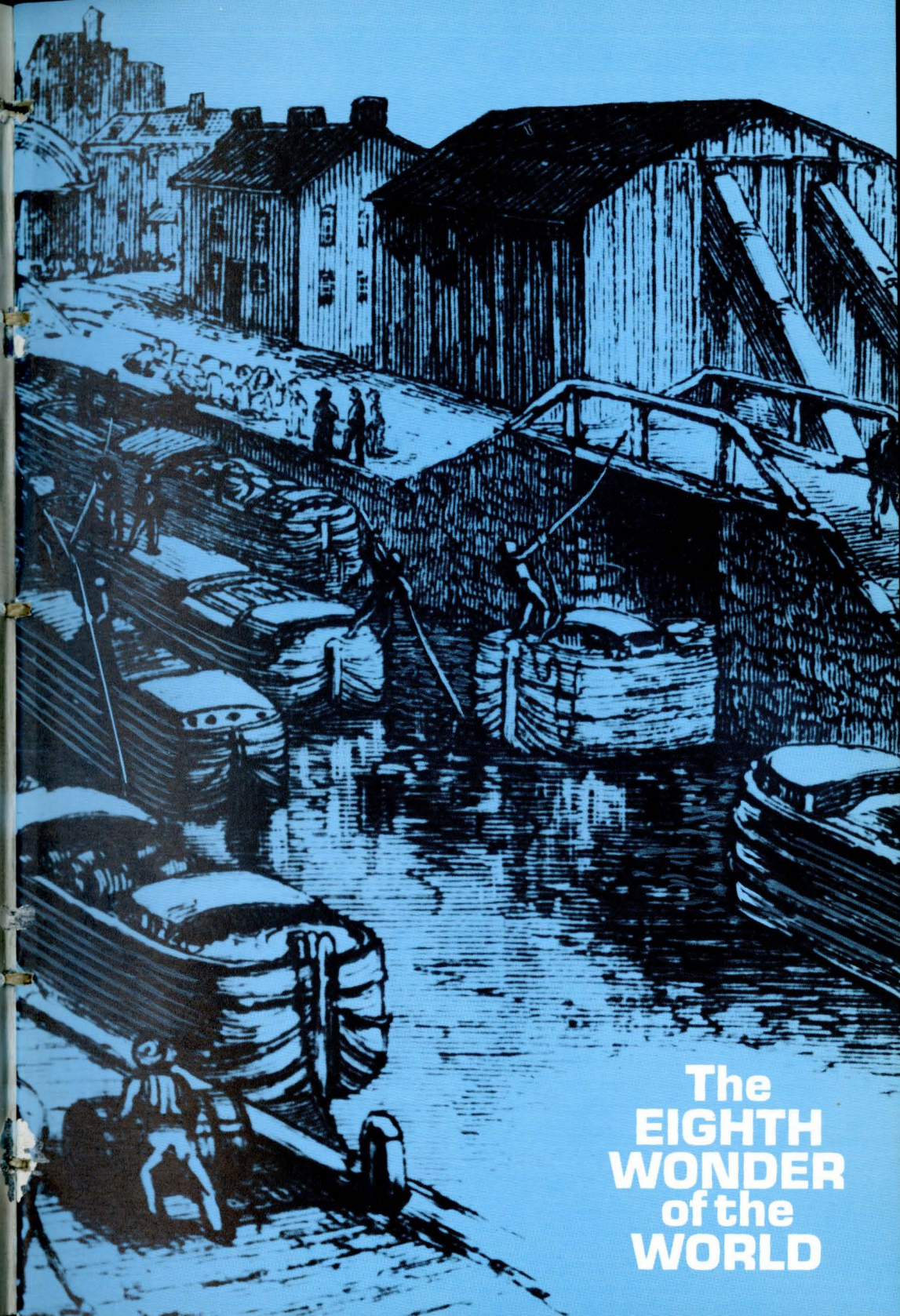
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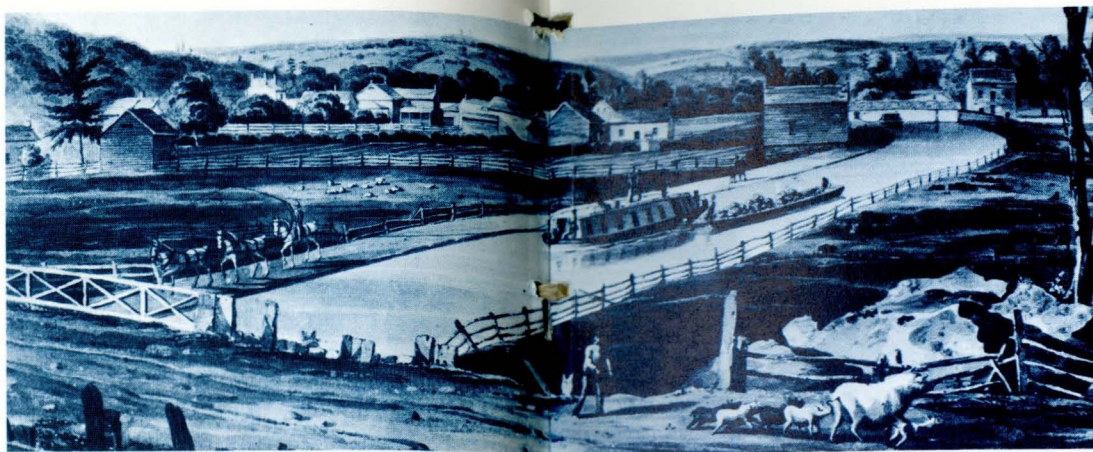
Photos: Cover and page 11 by Morton Rollnik



The EIGHTH WONDER of the WORLD

by Lionel D. Wyld

"They're diggin' a mighty ditch!" rang one of the work songs of the early 1820's and by 1825 a visitor to Lockport, in western New York, would have witnessed a marvel of engineering. At a time when there was not one native-born engineer in the country, a flight of canal locks had been built which were the rival of the Old World's pyramids or the Colossus at Rhodes. There were five pairs of locks to lift the new Erie Canal over the Niagara escarpment, and before long every foreign tourist was talking about the famous Lockport Five. Equally im-



pressive, at the western end of the village, was the Deep Cut, where nearly two miles of canal trough had to be cut through solid rock. This excavation alone removed 1,477,700 cubic yards of material! Little wonder that the Old Erie was called "The Eighth Wonder of the World."

Why was the Erie Canal in upstate New York so great an accomplishment in 1825? Just consider for a moment. It stretched 363 miles from Buffalo to Albany, and there were 83 locks, including 27 between Albany and Schenectady alone. It's true that it was only "a damp ditch" by today's standards—after all, its prism or trough was but 40 feet across at the surface and the depth only four feet. But still it was a stupendous achievement for a country just a few decades old. England had numerous canals, but all of them were short. Russia had a 4500-mile canal route, but no single part of it was half the length of the Erie. France's famed Lanquedoc Canal stretched just over a hundred miles. As Samuel Hopkins Adams said in *Grandfather Stories*, his wonderful collection of short stories about Erie times, the Erie "was the pride and the glory of the nation."

When the job was done, Pennsylvania and many other states earnestly began

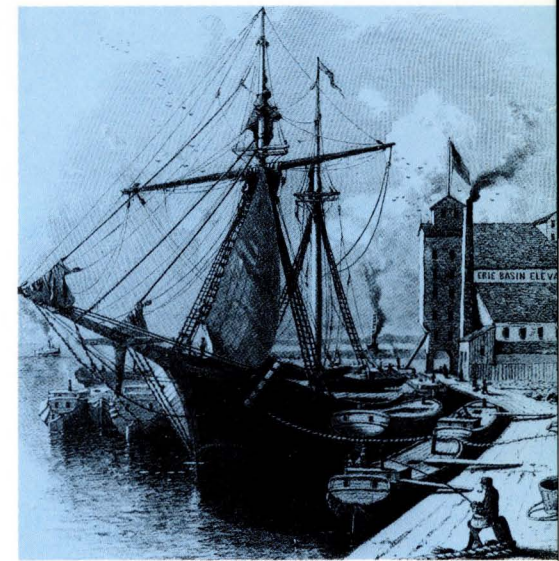
canal projects; and Canada's Royal Engineers completed their beautiful and still operating Rideau Canal system. But the Old Erie remains the most colorful of all.

During the nineteenth century the Erie Canal had a number of aliases. At first it was known as *Governor Clinton's Ditch*, generally because people felt it would prove to be *Clinton's Folly*. Gradually, as the project which began in 1817 neared completion, the farsightedness of Dewitt Clinton became more and more acknowledged. The term *Big Ditch* became one of awe and respect more than contempt. *Big Ditch* was short but appropriate. It stuck. But early nineteenth century folk, those New Yorkers who were proud of their accomplishment, liked to refer to the Erie as *The Grand Western Canal*. Sometimes it was simply *The Grand Canal*. As the years wore on and the canal was enlarged once, twice, and then again to become part of New York State's Barge Canal system, the term *Old Erie* came into use. It's a nostalgic phrase now, *Old Erie*. It has that "good old days" ring to it, when transportation at four-miles-an-hour was a pretty fast clip, and the nation was young in spirit.

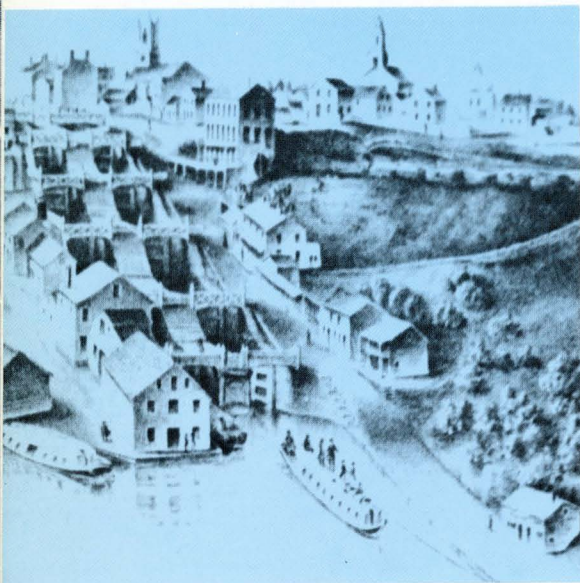
Tyrone Power Rides The Erie

Many notable personages travelled on New York's famed Erie Canal in the early days, when the Grand Canal was filled with sleek canal packet boats carrying passengers and tourists across the state. In the 1830's the stream of tourists included such famous names as actress Frances Kemble; Captain Marryat, the successful and very popular English novelist, who made a sketch of Buffalo harbor for his memoirs; Fanny Trollope, mother of the well-known British author; the Marquis de Lafayette of France; Duke Bernhart of Saxe-Weimar; and many others.

The name of Tyrone Power is famous in modern motion pictures; but an ancestor of the movie star, also Tyrone Power, once rode the Erie Canal. That was in



1830, when he was touring the United States and had to include New York's engineering marvel on his itinerary. Power was a great Shakespearean actor in his day, and like many of his fellow tourists to America, he found the Erie accomplishment very impressive, while



ABOUT THE AUTHOR

Lionel D. Wyle is the author of *Low Bridge! Folklore and the Erie Canal*, published by Syracuse University Press. He is on the Board of Directors of the Canal Society of New York State and a past president of the New York Folklore Society.

at the same time he found that canal-boating itself was disagreeable. He was on board a boat out of Rochester, bound for Syracuse, one evening when the mosquitos began to bite. He had already given up attempts to fit his body into the sleeping salon's meager hammocks. As he looked ruefully at the mosquitos, a canaller told him "Thim's the real galinippers. Come all the way from the Red River. Let a man go to sleep with thim chaps around and if he put his head in a cast-iron kittle, they'd make a water-pot of it by morning."

The canaller was impressed by the great actor's credulity. "Why, danged if they wouldn't lift a canal boat out of the water," he added, "if only they could get their bills underneath it!"

Tyrone Power spent the night smoking heavily on deck, thinking over this boater's words and slapping York State skeeters till dawn. He was saved, he later wrote, by puffing furiously on good "seegars."

More Erie Yarns

Some boaters on the Erie could tell stories as well as any lumberjack from Paul Bunyan country. Over in Troy, New York, they'll tell you about the time a canal boat docked along the Erie and the cook lost her false teeth overboard. She leaned over and tried to fish them out of the canal. The Captain told her that was no way to find them. He threw a large beefsteak on a fishline, and the teeth snapped at it; and so he hauled the teeth up on board. "I knew Susie's teeth couldn't resist a good beefsteak," he said.

And up Medina way, west of Rochester, they'll swear that the canal bred fish at least as long as a mule and a darn sight heavier. One of them is known to have towed a boat all the way to Buffalo. Any canaller telling the tale would very likely have added, with a pinch of his eyebrows, "That fish did it going *against the current*, too!"

In Empeyville, New York, there's a tale about a famous frog that grew from an Erie Canal tadpole said to have been

found near Rome in 1850 by Red McCarthy. When the polliwog turned frog and settled in the Empeyville town pond, the villagers noted he grew bigger and bigger. Pretty soon he had hind feet six feet long and an appetite that devoured chipmunks and jackrabbits. Every time he jumped into the pond from shore, the water sprayed about thirty feet into the air.

They named the frog Joshua, and he gained a considerable reputation through the years. He once held a "job" as assistant sawman, for Joshua could haul lumber that was too heavy for the horses and mules. Just at the turn of the century he performed one of his most remarkable feats, when the town board asked for his help in clearing up an especially dangerous piece of highway which went over Snake Hill. By hooking a chain to one end of the road and giving a mighty tug, Joshua straightened out the Snake Hill curves. Those Empeyville folks were real proud of Joshua.

Many canal tales became a part of folklore, for there were stories of giant fish, oversize vegetables, mayhem-filled brawls, and "sea stories" to rival those of the open-water sailors.

Oldtimers swapped yarns for years about the difficulties of canal travel caused by dense fog, stormy nights, and other weather conditions. During an especially thick fog in the Irondequoit Valley near Rochester in the 1870's, one canal boat had a most unusual experience. It was passing over the Genesee River on the canal aquaduct when the fog began to roll through Rochester. The canal boat had a new driver boy, and after he had passed Bushnell Basin, he missed the towpath altogether and struck off northward. The steersman on that canal boat was too full of applejack to notice what was happening. At daybreak, when the fog lifted, the mules were just wading into the water of Lake Ontario — they had dragged that canal boat and "rode fog" nearly twenty miles *overland!*

(to be continued)

Executives of Baker, Carver & Morrell receiving New York City's Distinguished Service Citation from the city's Economic Development Administration's acting administrator Abraham N. Goodman at the recent presentation ceremony.

Pictured left to right: Alec M. Choremi, president — Baker, Carver & Morrell; John T. Norrgard, vice-president — general manager; Mr. Goodman and John A.H. Carver.



OF SHIPS, AND TACK AND SEALING WAX

In 1827, the Manhattan based firm of Baker, Carver and Morrell, ship chandlers, first opened its doors to the maritime trade.

Over the years, its exceptional service, quality products and impeccable fairness firmly established its reputation. Today, it is not only the oldest but also one of the largest general ship suppliers serving the greater Port of New York.

Recently, New York City officially honored the firm's 150 years of continuous service at a ceremony held in the company's executive offices located in its "Landmark" building at 170 John Street, N.Y.C.

The five-story Greek Revival building was built in 1840 for the firm and today is entered in the National Register of Historic Places; and is probably the only all-granite warehouse and office building in the city's commercial district. Its 30,000

square feet of space not only houses the offices of Baker, Carver and Morrell - N.Y. but also serves as a vast storage depot for a complete line of marine supplies and fresh provisions. The building is pungent with the aroma of all kinds of edibles and the firm can supply, within a few hours notice, most any imaginable item a ship or its crew might need ... from sewing thread to wire rope cables, pens to anchors, shoe polish to life rafts ... you name it, they've got it or can get it.

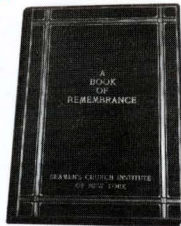
The firm is justifiably proud of its professionalism and the city is rightfully pleased to have a company which for 150 years has provided reliable, speedy service to the ships which enter its harbor. In addition, the firm has always been an active participant in the maritime community of which it is a vital part. For this too, it is to be commended.

A Book of Remembrance

With the inscription shown in the photo below, the late Stephen and Martha Comstock of Newark, New York brought to fruition a desire which they had long cherished . . . a Book of Remembrance for the Seamen's Church Institute of New York.

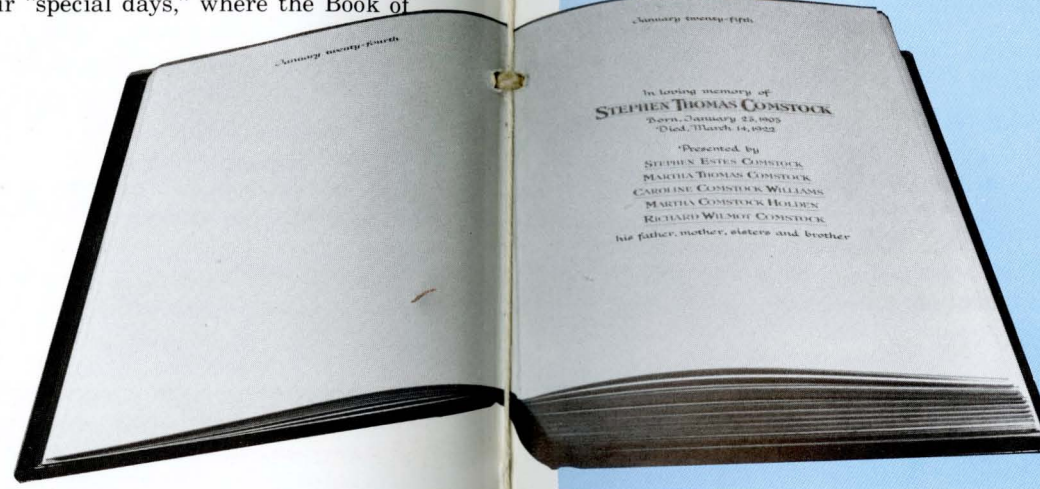
Their benevolent project was inspired by the custom of hand lettering and illuminating the very early Bibles, wherein the names of the most important saints were lettered in red, and each saint's day was thus designated a "Red Letter Day."

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



dividual page was handsomely engrossed for each of the days they selected, and inscribed with the special message indicating the event or occasion they wished to memorialize.

During their lifetime the Comstocks paid visits to the Institute's Chapel on their "special days," where the Book of



Remembrance reposed in its place of honor, open to their page. The Comstocks have passed away, but not the memory of their benevolence.

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

If you have a Red Letter Day we suggest that "The Book of Remembrance" is a most fitting and satisfying way to honor some loved one, or event whose memory is cherished.

To those who might ask why the Institute has a "gap" between its daily operating cost and its earned and special in-



Functioning within this concept and context, it is likely that the Institute will continue to incur an annual deficit until an Institute endowment of significant proportions is achieved. The *Endowed Red Letter Day Memorial Plan* is one way toward such an achievement.

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

If you have a Red Letter Day, please let me know.

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

SUGGESTED RED LETTER DAYS

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

come, the explanation is simple. It is because most of the various Institute services to seafarers are given without compensation; only the hotel and food services "pay their own way" — as the expression goes — out of the Institute's total operations. A perusal of our Annual Report makes this abundantly clear.

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

Bakke briefs NDTA on Soviet/American Maritime Progress



Pictured left to right: Mr. J.C. Jessen, Export-Import Manager, E.I. DuPont De Nemours & Company; Mr. Karl Bakke, Chairman, Federal Maritime Commission; Mr. Conrad H.C. Everhard, President, Dart Containerline, Inc.

In August, Karl E. Bakke, chairman of the Federal Maritime Commission spoke before more than 200 industry leaders, guests and members of the National Defense Transportation Association at a luncheon meeting held here at the Institute.

Commissioner Bakke's remarks concerned the recently signed Leningrad Agreement between the U.S. and the U.S.S.R. which deals with ocean cargo rates and conference membership of Soviet carriers.

Bakke stated "...the Leningrad Agreement is a logical — indeed, an essential — step towards dealing with the reality of increasing Soviet presence in the U.S. ocean trades on our terms.

"Each party has pledged to use its 'good offices' in order to achieve certain state objectives consistent with those principles.

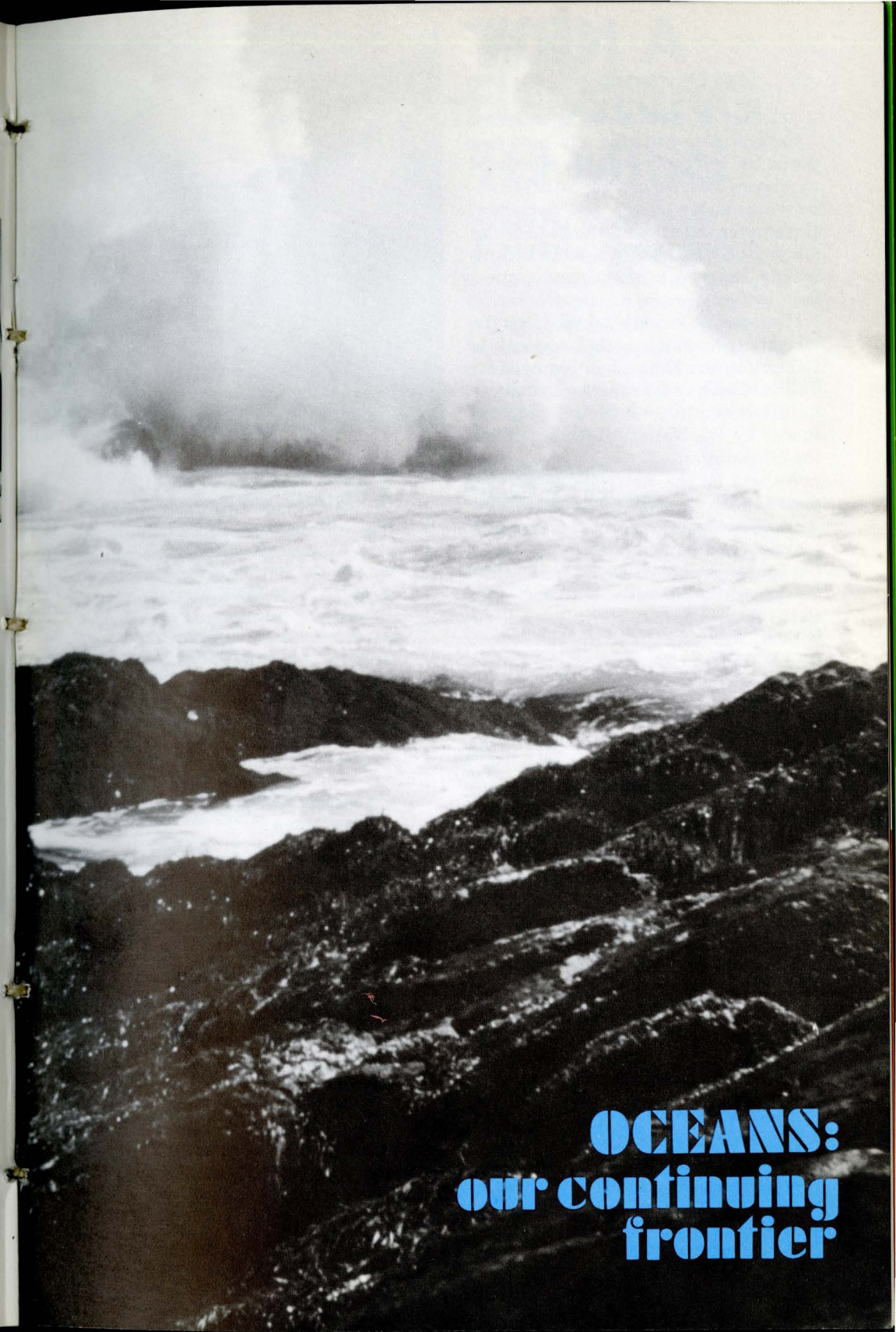
"Let us examine those objectives ... First, Soviet carriers will raise, where necessary, and maintain ocean cargo rates at a level not lower than the lowest rate actually used for the same commodity by a responsible non-Soviet carrier in the particular trade involved. Second, Soviet carriers will actively pursue membership, on equitable terms and conditions for all member carriers, in

liner conferences covering the U.S. North Atlantic and Pacific ocean cargo trades ...

"The key to success is a good faith effort by both sides to be guided by the spirit of the Leningrad Agreement in the two-step process contemplated."

The meeting was chaired by Conrad H.C. Everhard, president of Dart Containerline, Inc. and N.D.T.A.-N.Y. president. The National Defense Transportation Association is a worldwide organization of representatives from both military and civilian transportation groups. It was founded after World War II to establish a fraternal relationship between civilian and military transportation agencies. Although there are numerous N.D.T.A. chapters throughout the world, the New York chapter is by far the largest with over 1,700 members.

Mr. Everhard, in addition to being President of the N.D.T.A.-N.Y. chapter was a founder of the BENELUX (Belgium, Netherlands and Luxembourg) chapter in Europe.



**OCEANS:
our continuing
frontier**

A NEW VOYAGE-

Several times during the past few years, the Lookout editor has attempted to prepare a course of study with accompanying reader on the sea. Somehow, there never was time nor funds to do the job properly and the project was ultimately resigned to that "maybe someday" category.

However, we recently learned that the University Extension of the University of California, San Diego, had prepared for Fall 1976 such a sea course for its Courses for Newspapers — a special program funded by The National Endowment for the Humanities.

We sent for the material and were so pleased with its scope and content that we requested and received permission to make the course available to you via *the Lookout*. We honestly think that everyone who "loves the sea" and especially those who are actively involved with it, will gain great enjoyment and benefit from the course. And, you can do it all at home.

The Course

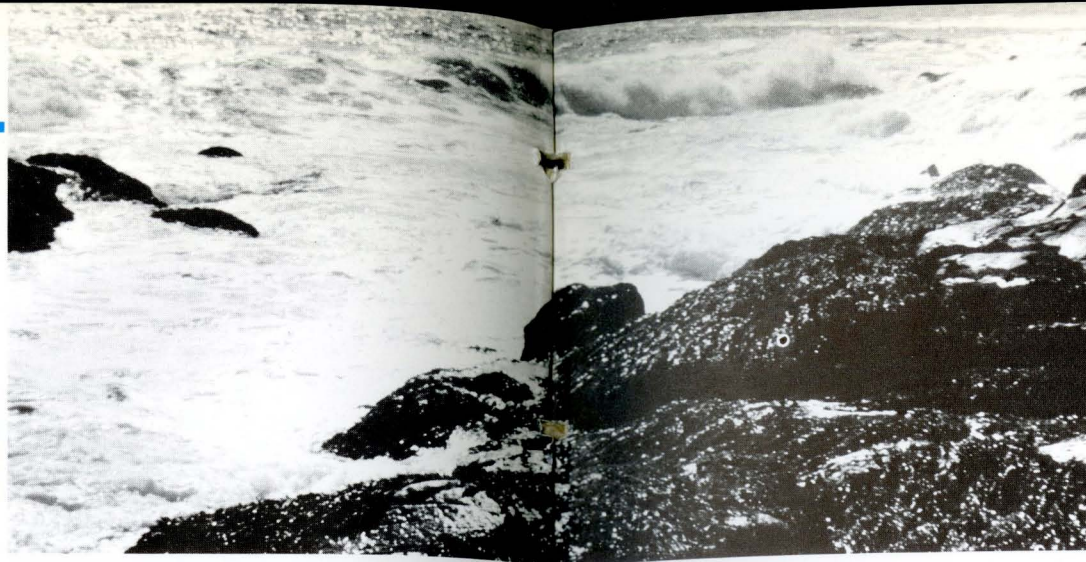
Courses by Newspapers develops materials for college-level courses that are presented to the general public through the co-operation of participating newspapers, colleges and universities. In Fall 1976, the program will be presenting *Oceans: Our Continuing Frontier* and it offers the following three levels of participation:

- the reader can follow a series of sixteen "course lectures" which will be published over the next 12 months in *the Lookout*

- the reader can also purchase a supplementary reader and a study guide
- the reader may enroll for credit.

Lectures and Authors

Following are the sixteen lectures and credentials of the "teachers" which will appear in *the Lookout* at the rate of one or two a month during the next 12 months. The lecture titles also define the areas of study.



1 THE CONTINUING FRONTIER

Why will the sea continue to be important to our nation's culture, economic growth and defense in decades ahead?

H. WILLIAM MENARD—the coordinator of these Courses by Newspaper series who is a professor of geology, Institute of Marine Resources, Scripps Institution of Oceanography, University of California, San Diego, a consultant to various federal agencies and industries and a veteran of a score of deep sea expeditions.

2 WRITERS AT SEA

Why must writers "go down to the sea again" and again?

GEORGE ELLIOTT—a novelist, poet and essayist who is currently a professor of English at Syracuse University.

3 HORRORS OF THE DEEP

Are the monsters of the sea as dangerous as legend and literature would have us believe?

EUGENIE CLARK—a professor of zoology at the University of Maryland whose two books, *Lady With a Spear* and *The Lady and the Sharks*, recount her experiences while director of the Cape Haze Marine Laboratory, Sarasota, Florida.

4 VISIONS OF THE SEA

How have artists portrayed humanity's ever changing relationships to the sea?

JOHN WILMERDING—the Leon E. Williams Professor of Art at Dartmouth College who has authored *A History of American Marine Painting* as well as books on artists Fitz Hugh Lane, Robert Salmon, and Winslow Homer.

5 SCIENTIFIC EXPLORATION OF THE SEA

How are the sea, its floor, and its flora and fauna studied?

6 A NEW WORLD PICTURE

What has been learned from the bottom of the sea about earth's origins?

SIR EDWARD BULLARD—a professor of geophysics at the Institute of Geophysics and Planetary Physics, University of California, San Diego, who was knighted for his accomplishments as director of the National Physical Laboratory, Teddington, England, and as chairman of Geodesy and Geophysics at Cambridge University.

TOO EXCITING TO MISS

7 MYTH EXPLODED, MYTH CONFIRMED

Can the existence of the Lost Continent of Atlantis be proved?

WILLIAM BASCOM—A sea explorer, author and award-winning film producer who is currently director of the Southern California Research Project to analyze the effects of waste disposal in the ocean.

8 MINERAL RESOURCES

What are the costs and benefits of tapping the oceans' mineral resources, particularly offshore oil and gas?

DON E. KASH—a professor of political science and director of the Science and Public Policy Program at the University of Oklahoma and an advisor to a congressional office studying the impact of gas and oil development in the Atlantic.

9 CAN THE SEA FEED THE LAND?

Is sea farming a way to feed the world's hungry?

C.P. IDYLL—a marine biologist at the National Oceanic and Atmospheric Administration and advisor to the United Nations Food and Agriculture Organization who is the author of *The Sea Against Hunger*.

10 POLLUTION...IS THE SEA DYING?

Can threats to the oceans' ecosystem be stemmed?

BOSTWICK H. KETCHUM—associate director of the Woods Hole Oceanographic Institute and lecturer and associate member of the Department of Biological Oceanography at Harvard University who is the co-author of *Marine Fouling and Its Prevention*.

11 LAW OF THE SEA

Is an international law of the sea needed to govern the race for the oceans' resources?

WILLIAM T. BURKE—a professor of law at the University of Washington who has authored several books on the legal questions in ocean development including *The Public Order of the Oceans*, considered the most comprehensive recent treatment of the law of the sea.

12 THE NAVY...THE REAL POWER

How has today's rapidly advancing technology affected our nation's sea power?

13 MERCHANT SHIPPING

What does the growing dependence of developed nations on ocean-going bulk trade mean?

HERMAN KAHN—director of the Hudson Institute, Croton-on-Hudson, New York, who is a former advisor to the Atomic Energy Commission, the Oak Ridge National Laboratory, the Office of the Secretary of Defense and numerous private corporations.

14 THE LIFE OF THE SAILOR

What is the often romanticized seafaring life really like?

JOHN H. PARRY—the Gardiner Professor of Oceanic History and Affairs at Harvard University who has authored several books on the history of sea exploration including *The Spanish Seaborne Empire, Trade and Dominion* and *The Discovery of the Sea*.

15 WOMEN...NOT ALL ON WIDOW WALKS

Have women fared better at sea than on land?

CONSTANTINA SAFILIOS-ROTHSCHILD—a professor of sociology and director of family research at Wayne State University and consultant to the U.S. Navy on the sociology of naval families.

16 FROM WORK TO SPORT

What are the most novel ways of rising to the challenge and adventure of the sea?

HEYWOOD HALE BROUN—a newspaperman and television and radio personality well-known for his descriptive sports reporting on the CBS News Network.

The Reader

The reader supplements the lectures. It is a superbly prepared 340 page text which ranges from an essay by Samuel Eliot Morison to poems by Matthew Arnold to articles on the sea by men such as Henry A. Kissinger and George H. Quester, plus writers such as Zane Grey and Andre Maurois. In all, 79 selections with illustrations. The reader alone would be an excellent addition to any library.

Entitled *Oceans: Our Continuing Frontier*, the Reader may be obtained by sending your name and address with a check for \$5.50 to Publishers, Inc., 243 12th Street, Del Mar, California 92014. Study guides may also be obtained from the same firm for \$2.95 each.

So join in our ocean venture. It's an experiment worth trying; and we guarantee you'll find horizons that you've never dreamed of. And, remember, you're never too old nor too smart to learn ... especially when the excitement of the sea is no further than the comfort of your chair. So, welcome aboard.

Next month — Lecture #1.

Colonial Cookery



As part of the Bicentennial year we are printing a number of Colonial recipes in the remaining '76 issues. The recipes have been researched and tested by the "historical" cook, Betty Groff, and we hope that they will be a source of both good dining and conversation at your table.



Yorktowne Chicken Walnut

4 whole chicken breasts (boned and skinned)	4 tablespoons cooking oil
salt	½ cup lightly chopped walnuts
pepper	sauteed in 1 tablespoon butter
1 tablespoon rice, chestnut flour or cornstarch	1½ cups lean smoked ham cut in ¼" slivers
1½ teaspoons sugar	2/3 cup chicken stock
1 teaspoon lemon juice	¼" teaspoon grated fresh ginger (if not available powdered ginger may be used)
2 tablespoons soy sauce	

Cut chicken in bit size squares. Mix salt, pepper, flour, lemon juice, soy sauce and oil. Pour over chicken and set aside. Sprinkle sauteed walnuts with pinch of salt to taste and add slivered ham and stir fry and toss for two minutes. Add chicken mixture and ginger and cook for five minutes.

Serve with hot rice, green salad, hot rolls.

Seamen's Church Institute of N.Y.
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DRIFTWOOD

Old men, like driftwood from the sea,
cast up in heaps along the shore.
Bespeak missed opportunities
and tell of conquests never known.

Chance passers-by would scarce observe,
these gnarled snags of former groves.
Their days of glory passed and gone,
their plans and goals like fallen leaves.

And even yet a wandering lad, in
scuffling through this dismal site,
might chance to find a twig, a bough;
a lesson learned, a goal defined.

But lads grow old and oft as not,
misuse their gifts and lessons learned.
And drift to sea with tidal whim
to join the driftwood on the shore.

John R. Morton
February, 1974

