



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



SEPTEMBER 1971

THE PROGRAM OF THE INSTITUTE

The Seamen's Church Institute of New York, an agency of the Episcopal Church in the Diocese of New York, is a unique organization devoted to the well-being and special interests of active merchant seamen.

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

First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

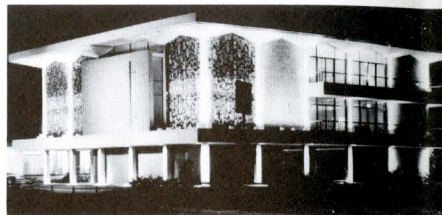
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shipping, SCI has provided an oasis known as the Mariners International Center which offers seamen a recreational center especially constructed and designed, operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted at night) for games between ship teams.

Although 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.

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SEAMEN'S CHURCH
INSTITUTE OF NEW YORK

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COVER: Details from ancient Roman vessels

by Paul Brock



Why Sailors Say It Like It Is

Almost every important nation in the world has contributed to the language of the oceans. Each has contributed something to the sailors' vocabulary whereby Dutchman and Norseman, American and British, Russian and Chinese, Greek and Italian, Arab and Indian, are able to meet on common ground, and make themselves intelligible to each other. The sea has a history of its own, and seamen's word and speech point out where each nation has left its mark and sign-manual.

Consider the word "sea" itself: It is derived from the Gothic *saiws*, and that again from the Greek *seio*, "to shake," meaning the tossed or upheaved water, as apart from the simply running stream.

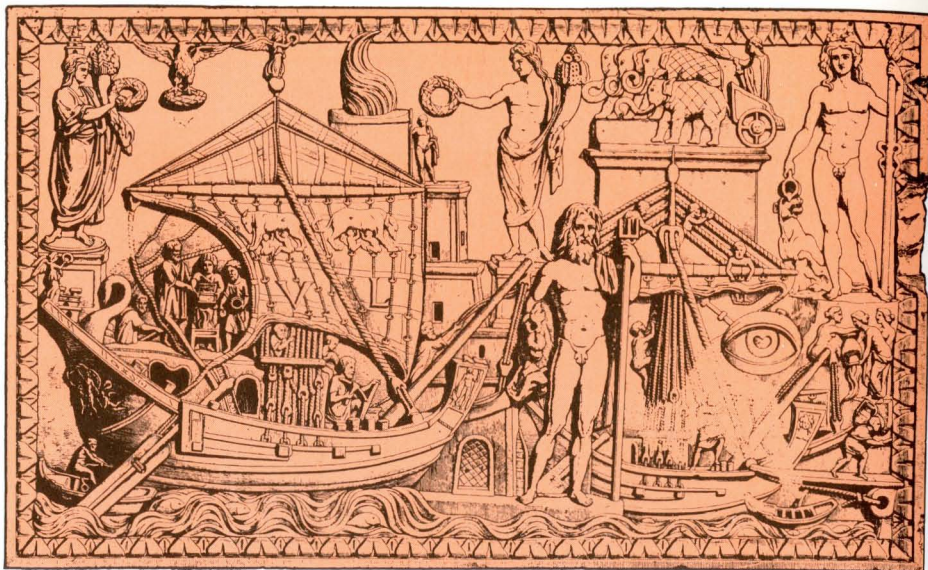
The Pelasgi, or Greek progenitors, were notable pirates, hardy, resolute and victorious. Hence the word "pirate" is originally a Greek word that

stood for a violent assaulter, or one who made a fierce attack upon another.

Like all old navigators, the Greeks generally kept in sight of land, but they still seem to have felt the unpleasant effects of a rocking unstable motion, to which, from the peculiar construction of their ships and the strong gusty winds that blew about their coasts, they were particularly liable. Their word for ship was *naus* so that in our modern "nausea" we have the original term used by them for ship or sea sickness.

Our words "anchor," "poop" and "prow" also come from the same source. In the poop the pilot was stationed; and at the prow (*prora*) was the man who kept a lookout ahead. The latter was called *proreta* by the Romans, and even with ourselves the more correct derivative *proprie* was formerly used for prow.

The custom of christening a ship when launched seems to be derived from



a Greek source. Even down to modern times the Greeks suspended a crown of flowers from the prow, while the shipmaster raised a jar of wine to his lips, and then poured it out on the deck as an oblation.

We also derived from the Greeks the figureheads of our old sailing ships, although their sea goddess was sometimes placed on the bows and at times on the stern. The unlucky sailor would rush and cling to it when he had done anything wrong at his job; or when the ship was going down, the whole crew would gather there to take their oaths and offer sacrifices and prayers.

The Romans took to the sea, but not kindly. It was an element they did not love, although they could not do without it. Their *rostra* or pulpit, from which orations were made before the people, was so-called because it was adorned with ships' beaks (*rostra*) captured in war.

Our word "port" is derived from their *porta*, a gate. Our word, "velocity," comes from their *velox*, from *velum*, a sail; and "celerity" from *celer*, traced to *cellere*, to impel a boat with oars. In *clavus* a helm, we have our own "cleave." "Canvas" is from *canna* a

reed or rush from which hemp was spun by the Greeks and Romans.

Not only do we derive our word, "raft," from the Latin *ratis*, a light ship, or coaster, but from the Latin *galea* we get our name for "galley."

The origin of "starboard" and the old "larboard" is very simple, and is another illustration of that merciless clipping and abbreviation of language which is so conspicuous among seamen. Originally they stood as *questo bordo*, this side; and *quello bordo* and *lo bordo* until the two syllables were finally amalgamated and became starboard and larboard.

The word "port," used as an equivalent for larboard, is said to be an abbreviation of *porta la timone*, carry the helm, suggesting the analogy of porting the arms on the left hand. Other miscellaneous terms come from the same Italian stock, as "mizzen-mast" from *mezzano*; junk from *juncus*, a bullrush used as material for caulking.

The Norsemen too have bequeathed us a rich list of sea terms, which at once illustrate their adventurous spirit and their poetic and descriptive powers. From them we get our word "bark" or barque, which literally means a stout

vessel, and the men who manned it were called barkmen.

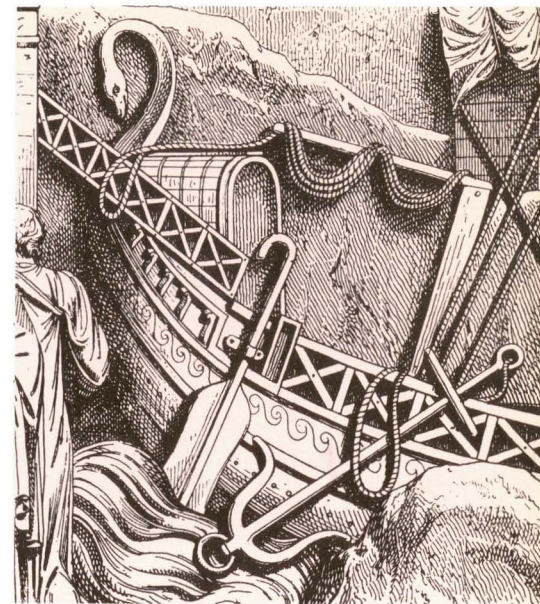
Probably the term "deck" first came into use as a result of these barks, being derived from the German or Danish *decken*, to hide or cover. "Yacht" is also of Norse origin from *jaghten*, to hunt. A similar term "yack" is still in use in England, as applied to the hunting of birds along hedgegroves.

Those fierce Vikings gave us most of our descriptive terms, too, such as "headland," "foreland," "reef," "bar," "bank," "ledge," "shoal," "spit," "sound," "race," "reach," "beach," and "sand," though the Spaniards cannot be overlooked. Their word for sea waste, *cargasso*, is still in use, and we are indebted to them for both the name and the invention of the capstan.

Sir Walter Raleigh tells us that the first capstan was introduced into the English navy during Elizabeth's reign. Both the Spaniards and the Portuguese appear to have been acquainted with it in the latter part of the fifteenth century. The word *cabestante*, abbreviated afterward into capstan, occurs in an account of the second voyage of Columbus to America.

A few sea words derived from the French are not so remarkable for their special origin, as their general adaptation. It is true that "mainmast," "brace," "hawser" or "halswer" from *hausser*, to raise up or hoist, with a few others, are French terms, but the most remarkable play of language is on the word, ship.

Thus, "equip" is from "equipper," meaning originally to furnish a ship, although it has now lost this special



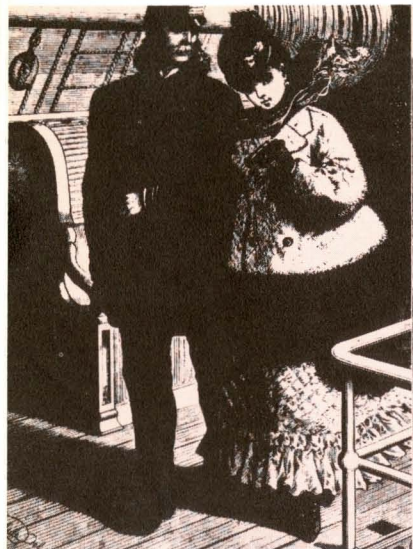
significance and means fitting up in general.

"Flotsam," "jetsam," and "lagan" are barbarous law terms of purely sea origin. The first means floating goods; the second those jettisoned or thrown out to lighten the vessel; and the third, such heavy goods as are tied to a buoy when thrown over, in order that they may be recovered.

The word "Jack" is probably of Italian origin, from *giacco*, being the name of a short jacket or tunic associated with seamen.

Molding and fitting all these fragmentary phrases into a sea speech understood by every seafaring nation was the work of the English-speaking peoples who have been doing it ever since King Athelstan ordained that "whosoever hath equipped a vessel, and made a voyage at his own expense, shall hereafter be a Thane."

A Thane was a respected member of the Anglo-Saxon nobility. The ever-increasing number of noblemen and women who now qualify as Thaners would have staggered His Majesty.



Curse of the Melanope

by R. L. Fynney

She's now a twisted wreckage, rusted with age and battered in two by almost a quarter century of sou'easterly storms across the Gulf of Georgia. Peacefully she slumbers with her old compatriots in the endless death watch that is the booming ground breakwater at Royston, B.C. in Canada.

Occasionally, visitors stare curiously at her seaweed-covered hull and ponder her history. For the *Melanope* was one of the most beautiful clipper ships that ever sailed the seven seas.

Under full canvas, with a good breeze, the 1600-ton, 256-foot "witch of the waves" as she was known, could streak at a clip of 13 knots. But despite her beauty, or perhaps because of it, the *Melanope* was dogged by a curse that many a mariner said came from the devil himself. Her very name seemed strangely linked with her ominous career, for the word, *Melanope*, comes from a Greek derivative meaning ill-omened.

The ship's misfortunes began shortly after her launching in Liverpool in 1876, on her maiden voyage from England to Australia carrying a load of emigrants. She was well out in open sea when one of the officers discovered a

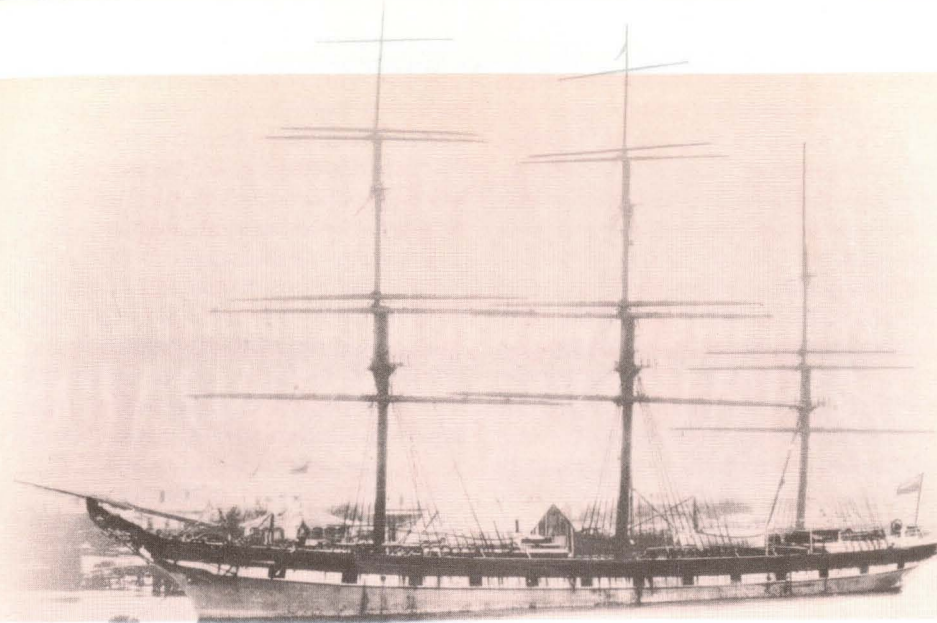
non-paying passenger aboard, a ragged toothless old woman who was selling apples on the decks.

Since she refused to buy a ticket, an angry mate ordered her to leave the ship in one of the waiting tugs. But she firmly held her ground and had to be removed from the ship bodily.

The hideous old hag delivered a curse upon the *Melanope* in words that would make a longshoreman blush. The incident of the apple vendor was forgotten until the Bay of Biscay when a storm brought the clipper's masts crashing to the deck. Was the curse taking effect?

It wasn't long after the incident of the masts when the *Melanope's* captain fell deeply in love and brought his bride aboard the boat for an intended honeymoon cruise around the world. They were blissfully happy and their days were spent making vows of undying love to one another — and heavily imbibing spirits, it was whispered.

But their happiness was short-lived, for the captain's bride caught malaria at Panama and died. The captain became distraught with grief and a few days later flung himself over the side of the boat in despair.



The new captain was likewise a doomed man. On his first voyage out in his new command a young, wealthy married woman fell in love with him. He urged her to forget him and leave the ship at the next port-of-call. She refused. The captain then refused her further passage. Not one to be frustrated, the young woman then bought the *Melanope* outright!

Then came the tragedy. One day gunshots rang out in the captain's cabin and the captain and his lady love lay dead. Murder and suicide, they said.

About a week after this, two seamen got into a heated argument and challenged one another to a duel with bowie knives. Though there were no witnesses to the event, their bloody bodies were found upon the decks, mute testimony to the grisly fight.

The curse of the *Melanope* did not lift; she continued to play out her grim role. While rounding Cape Horn in 1902, Capt. Nichols Wills, who was ship's master, berated his negligent helmsman to which the man replied with a curse, bringing his cronies to his support.

The captain, a man of action, quickly whipped out a pistol, armed his remain-

ing faithful officers with clubs and nonchalantly shackled each of the protesters in turn. Then with his eight loyal men he streaked the remaining 5,000 miles to port in 19 days — a record, achieved under handicap, that was never surpassed. The mutineers were all sentenced to six months hard labor on a breakwater.

The final voyage of the *Melanope*, under sail in December, 1906, was another disaster. Capt. Wills, with his wife and children, were aboard when a cruel gale caught the clipper in ballast, stripped her canvas, felled the masts and damaged all but one boat into which the crew of twenty-two managed to escape; they were later picked up by the lumber schooner, *William A. Smith*, and landed at Port Townsend, Washington. The *Melanope* was found on her beam end off the Columbia River bar—with the ship's barking Scotch terrier the only living thing aboard.

This calamity spelled the end for *Melanope's* fleet-footed days under billowing canvas.

She became a barge, a coal tender during World War I and now her career has ended in the mud off Royston . . . ninety-five years after her launching.

In the navigator's den—the chart room—of every ocean-going ship will be found books of tide tables. In them may be found all the details of the condition of the tides for the ports of the world for every hour of every day of the year

These tide tables are the culmination of centuries of studies by astronomers and oceanographers. They are very useful to the navigator of today, for the rise and fall of the ocean's waters due to the gravitational effects of the sun and the moon can be very important in ship operation.

Approaching the coast in many areas, a shipmaster must know the state of the tide, if it will allow his ship to clear rocks and shoals. Some ports can only be entered and departed from at a cer-

tain height of tide. must consult the tables, and always be aware of the condition of the tide for the safety of the ship.

Tides also play an important part in marine constructional projects, salvage operations, the launching of ships, and in oceanographic research.

The periodic rise and fall of the waters of the oceans and seas of the world is mainly due to astronomical phenomena coupled with the force of gravity. This was recognized two thousand years ago, but many centuries passed before man fully understood the action of the gravitational force of the sun and the moon, and other factors that influenced the rhythm of the rise and fall of the waters of the ocean.

Sir Isaac Newton, who first propounded the theory of gravitation, ap-

plied it to the basis of tidal movement

of the United States. The computation of tidal data has been a staggering task. Since 1954, electronic computers have been used which are capable of solving all tidal calculations required to make tide tables for all oceans within a matter of days.

Probably the most remarkable use of tidal prediction is involved in the breeding of a small fish, the grunion, which lives in the waters off Lower California and the Gulf of California. The grunion is a silver and blue fish six to eight inches long in the adult stage.

They are remarkable and unique among the fish of the ocean in that they spawn ashore. Female grunions throw themselves onto the beach in the surf just after the highest high tides — spring tides — have begun to ebb. With

days as the tides reach less far inshore until the "neaps," which are the least of the tidal range.

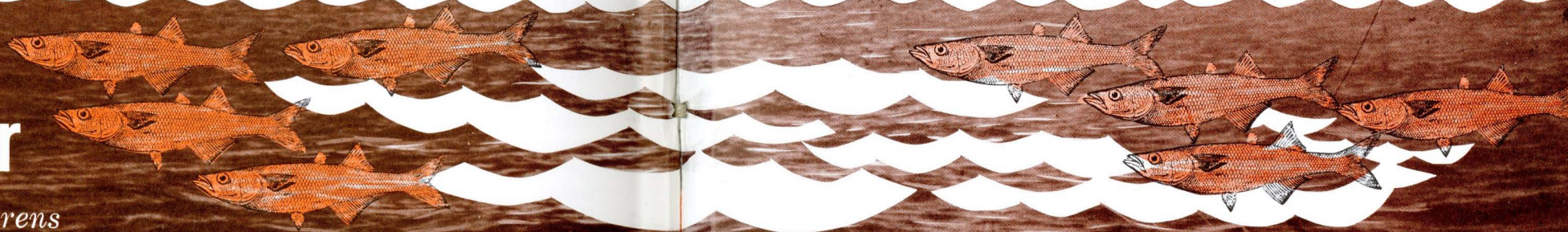
The neap tides occur twice a month, when the attraction of the sun and the moon is opposed to each other. When the gravitational pull of the sun and the moon act in line, then come the spring tides, the highest of the high tides.

Each female grunion has laid a couple of thousand tiny, pale-pink eggs. In the warm, moist sand the embryos develop in about ten days, but the minute, newborn grunions will not emerge from the eggs until the next spring tide sends the sea water washing over them, and shakes them free. Then the new generation of grunions are washed out to sea when the tide starts to recede.

The little grunion, then, is conceived

high water

by George Berens



tain height of tide.

In restricted waters the tides may set up strong surface currents that greatly affect the speed of the ship. To maintain his schedule a captain must have previous knowledge of these conditions. All such information can be found in the tide tables published annually by government agencies in the United States and foreign countries.

Even in a ship secured to a berth in port the tidal rise and fall is of great moment. The mooring lines that hold the ship to the pier will tighten or slacken as she rises or falls with the tide. Becoming too tight, they may break, or too slack, they will allow the ship to "surge." Either condition may result in serious damage, and the officer on watch

plied it to the basis of tidal movement in 1687, but it was not until 1833 that the first tide tables were published by the British Admiralty.

Twenty years later, the U.S. Coast and Geodetic Survey brought out the first tide tables published in the United States. Since then a number of tidal observation stations have been established, and subsequent editions of the tables have covered more territory, and the accuracy of predictions has been greatly increased.

Some idea of the work involved in making tidal predictions can be had from the statement that nineteen years of observations and calculation were required to tabulate all possible variations of tidal movement on the coasts

their tails they dig small holes in the sand in which they lay their eggs.

Males, in attendance, fertilize the eggs. Then the females cover them up with sand. All this is done in a few minutes. The wet sand at the edge of the tide is littered with writhing fish all intent on the propagation of their species.

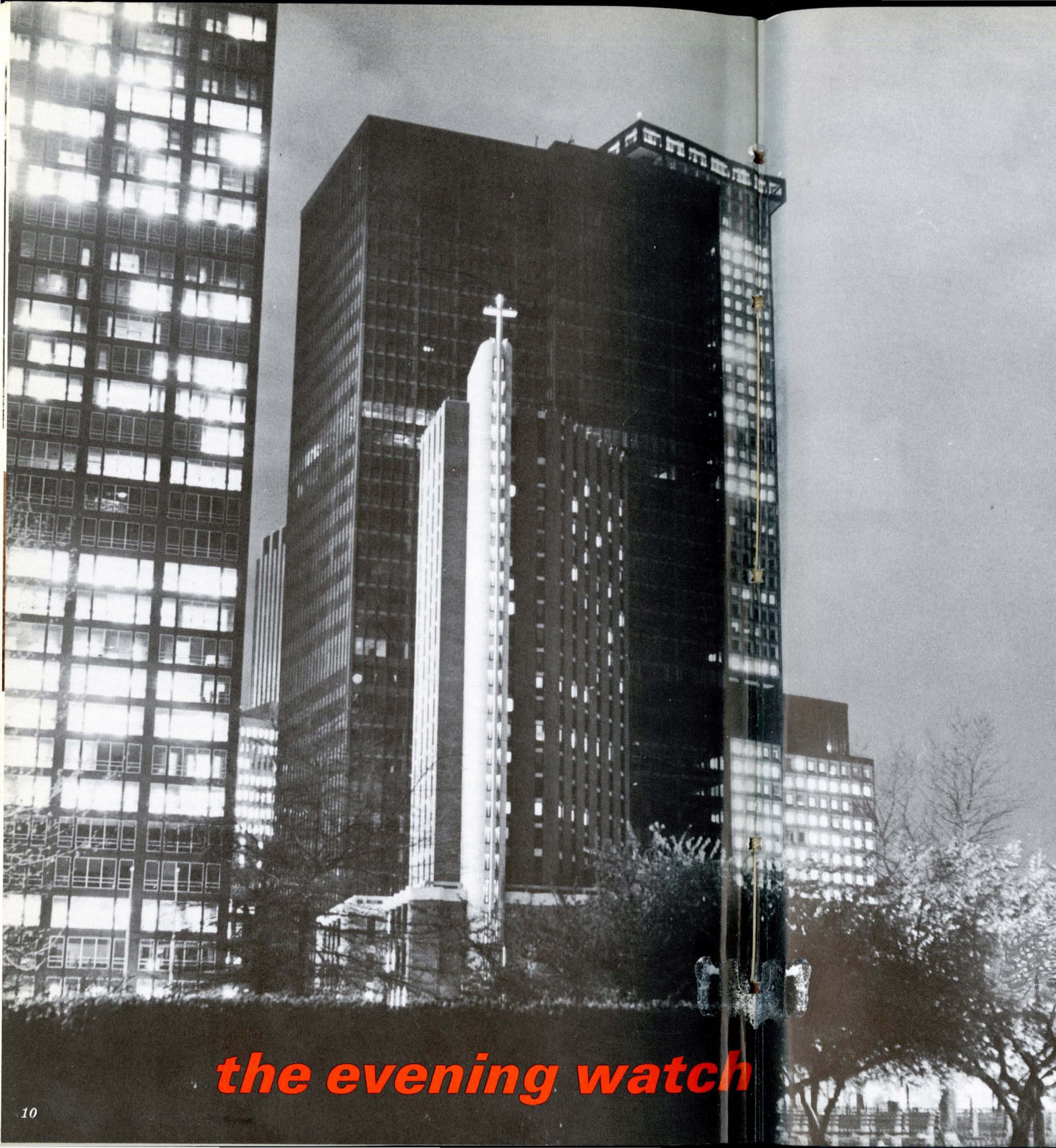
But they must not be too long at it, or be distracted, for that would mean they would be left stranded as the ebb tide rollers reach a little less far inshore each minute. They must catch those ebbing waves to return to their element and survive.

The eggs lie protected by a layer of sand in the holes three to four inches deep. They will not be disturbed for

and born at high water, spring tides. How is it, one wonders, that this fish can predict the tides? What inborn mechanism has nature provided them with that they can tell within minutes on a certain date that the tide is just right for their breeding routine?

It took men centuries of study and investigation to reach the point where accurate prediction of the tides could be tabulated. Yet the grunion seems to have no difficulty in following the rhythm of the tides, in forecasting the time of high water even more accurately than man. For the survival of the grunion depends on that.





the evening watch

A favorite sign-off cliché by narrators of the old movie travelogues often began “And so, as the sun sets slowly in the west, we leave beautiful Tahiti (or Pago Pago or Bali, etc.) . . .”

When the sun as seen from Manhattan squats down evenings amid the murk of the Jersey side of the Hudson River, the lights blink out in most of the Manhattan social service agencies and their personnel hit out for their homes in the bedroom communities of suburbia and elsewhere.

Not so at the Institute.

Instead, here the lights blaze up; a variety of entertainment events, educational and cultural courses unfold. The SCI camera visited and ranged around the first five floors of the Institute evenings over a period of weeks and recorded some of these activities.

The public is encouraged to participate in the various Institute activities and to utilize its library, gymnasium, dining rooms, Chapel, etc. This it does.

This policy is based on the premise that commingling of seamen and landsmen is highly desirable from several points of view, encouragement of intercommunication of the groups being one; that since the Institute is a component of the community and draws its support from same, it should give back out of its resources when it can.

Always, of course, the cornerstone concept of the Institute is that the seaman has the priority for any and all of its facilities. The Institute exists for the seafarer.

One of the SCI nighttime organizations whose activities are not pictured here is called the “Night Watch.”

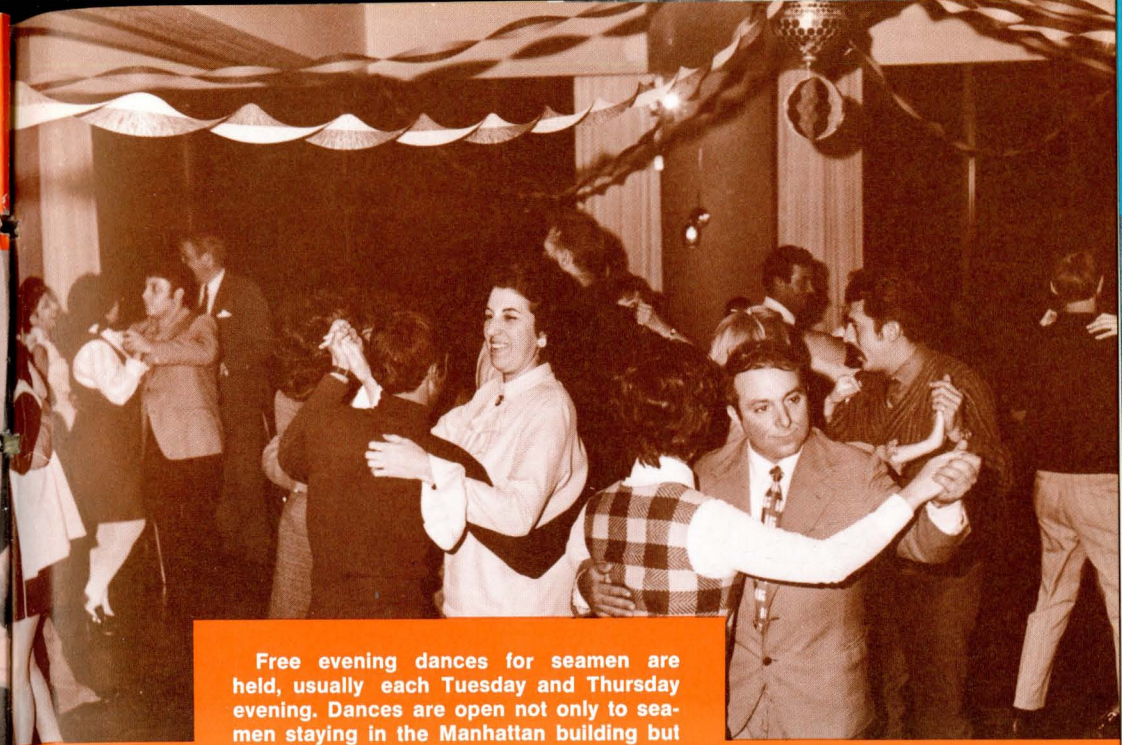
This women’s group provides, through its coffee-and-cake evening parties for seamen in the International Seamen’s Club, some of the graces of a private home—so to speak,

Yet another evening event not pictured is a series of movies shown twice weekly, customarily, at no charge. The movies range from the old classics to the contemporary.

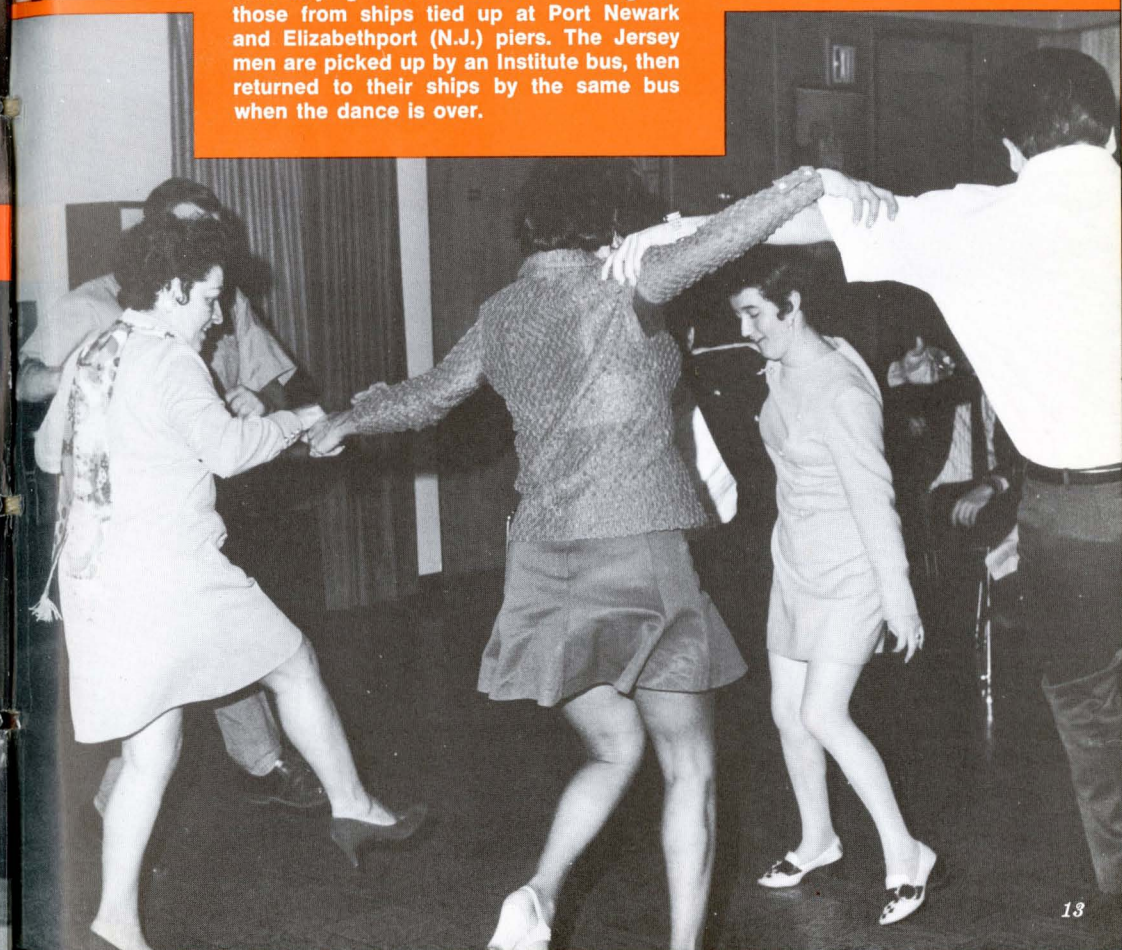
A class in the economics of foreign trade conducted under auspices of the State University of New York Maritime College, one of the evening classes which meets in the SCI building. Other courses have included Maritime Industrial Psychology, Ship Stability, etc. ▼



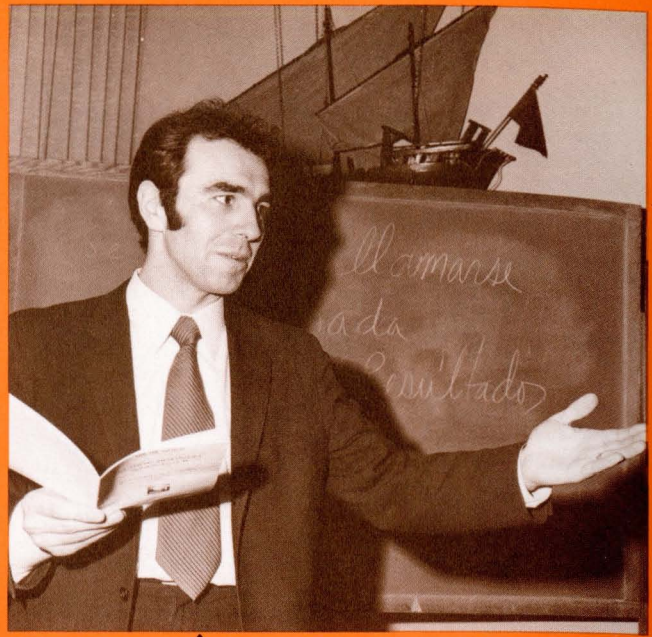
Mariners International Center (SCI)
Port Newark, N.J. ▼



Free evening dances for seamen are held, usually each Tuesday and Thursday evening. Dances are open not only to seamen staying in the Manhattan building but those from ships tied up at Port Newark and Elizabethport (N.J.) piers. The Jersey men are picked up by an Institute bus, then returned to their ships by the same bus when the dance is over.

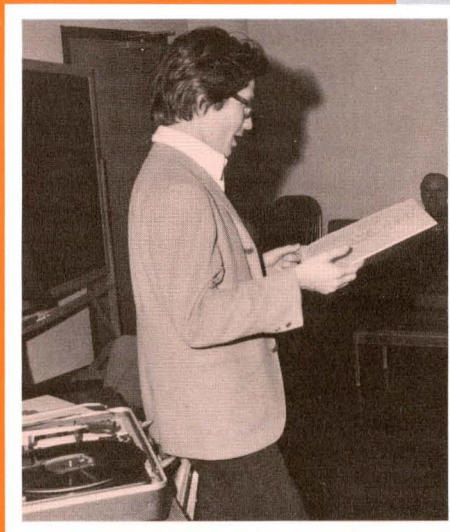
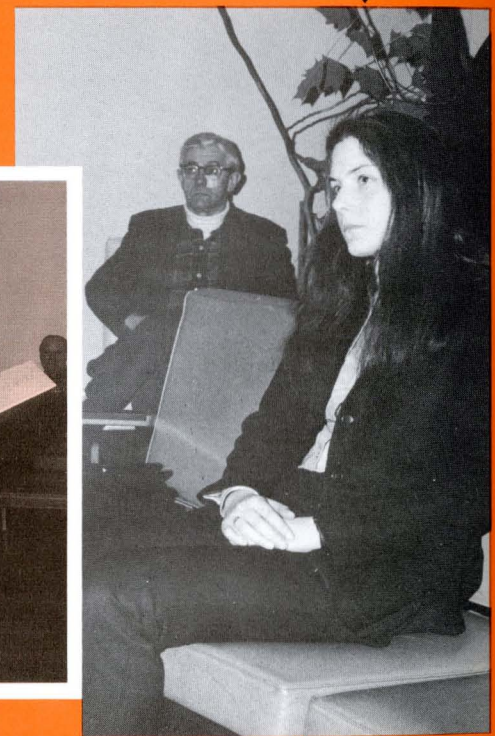


An evening group learn the fascinating skill of macramé work from a special instructor. ▼



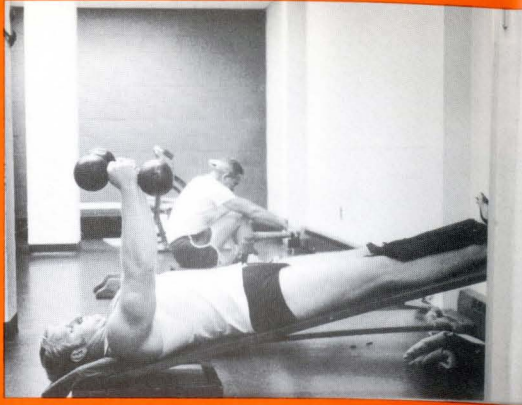
▲ Classes in some of the Romance languages are held regularly at SCI. Señor José Fraga is the Spanish instructor.

“If music be the food of love...” Lovers of classic music may be found on an evening at SCI listening to recorded music as presented by John Woods. ▼



“Headlines Around the World” is a world current events discussion group meeting weekly and led by Helen Lange of the UN Association. ▼

A portion of the men's gymnasium. Here both seamen and men from the Lower Manhattan area may be observed doing light physical exercises during the afternoons and evenings.



Painting classes meet twice weekly under the guidance of instructor Fred Mitchell. Free to seamen, a small fee to others.



A group of Alcoholics Assistance hold a weekly meeting at the Institute, the leader employed by SCI.



The Conrad Library may be used by non-seamen. These persons, most of them retired, patronize the library during the day and into the evening.



The SCI cafeteria (shown here) and a dining room are open to the public.



A Salute to Our Neighbors

Sixth 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.

New York Stock Exchange

Wall Street once was the political capital of the United States just as it is the financial center of the world today. Here Washington took the first Presidential oath of office, here the first Congress gathered, its executive departments were organized, and the immortal Bill of Rights was adopted.

It was here that the 1789-90 Congress authorized an issue of \$80 millions in stock to help pay for the costs of the Revolutionary War. There was a scattered market for this government stock as well as for the shares of banks and insurance companies then springing up.

Trading was carried on in various coffeehouses, auction rooms and offices, but it was mostly unorganized and people were reluctant to invest because they had no assurance they could sell their securities when they wanted to do so.

On May 17, 1792, a group of merchants and auctioneers met to do something about this situation. They decided to meet daily at regular hours to buy and sell securities under an old buttonwood tree on Wall Street only a few blocks from the present site of the Stock Exchange.

These 24 men were the original members of the Exchange. They handled the public's buy and sell orders in the new government stock, as well as in shares

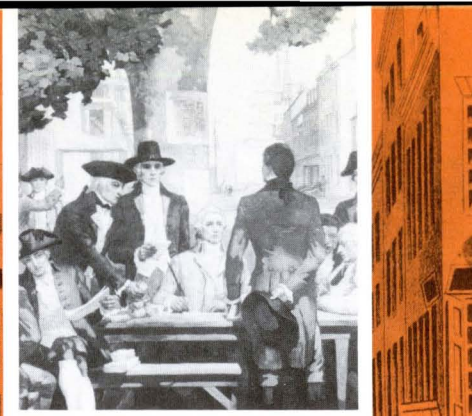


of insurance companies, Alexander Hamilton's First United States Bank, the Bank of North America and the Bank of New York.

In 1793 the Tontine Coffee House was completed at the northwest corner of Wall and William Streets and the brokers moved indoors.

Private financial activity was checked for a time by the War of 1812, but peace brought the formation of new enterprises. New York State bonds, issued to pay for the Erie Canal, joined the issues traded on the new Exchange. Private businesses also expanded.

Buying and selling securities under an old buttonwood tree on Wall Street in 1792. The tree was only a few blocks from the site of the present Stock Exchange.



Tontine Coffee House, Wall and Water Streets, first indoor meeting place of Exchange.

By 1827 the stocks of twelve banks and nineteen marine and fire insurance companies, the Delaware & Hudson Canal Co., the Merchants' Exchange, and the New York Gas Light Company — the nation's first public utility — also were traded on the Exchange.

Ten years later the list included eight railroad securities. As other new enterprises developed, their securities, too, came to the Exchange and trading activity gradually increased.

It became apparent, soon after the turn of the century, that the Tontine Coffee House was too small to accommodate the volume of trading in securities and the stock brokers moved to a meeting room in what is now 40 Wall Street. Greater activity brought the need for a more formal organization than that created by the 1792 agreement. On March 8, 1817 the first formal Constitution of the New York Stock and Exchange Board, as it was then known, was adopted.

The constitution provided, among other things, that the president was to call out the names of stocks, fix commissions, and set fines—6 to 25 cents—for violation of procedure or non-attendance at sessions "unless when sick or out of the city."

From 1817 to 1827 the Board met in various offices. After that it moved a dozen times or so before settling, in

1863, upon the site of the present Broad Street building, erected in 1903, which contains most of today's trading floor. The adjoining office building at the corner of Broad and Wall Streets was erected in 1922. The bond trading room and the public Exhibit Hall of industry and investment are housed in a newer building at 20 Broad Street.

Other historic dates are: 1863, when the name "New York Stock Exchange" was adopted; 1867, when the first stock tickers were installed; 1868, when memberships were made salable; 1871, when the call market gave way to a continuous market; 1879, when the first telephones were installed in the Exchange; 1886, the first time that a day's volume topped 1,000,000 shares; 1910, when the Exchange discontinued unlisted trading (previously an unlisted stock could be traded but the company had no responsibility to comply with Exchange standards); 1915, when the basis of quoting and trading in stocks changed from per cent of par value to dollars; 1922, when the questionnaire system for periodic examination of the financial condition of member firms was inaugurated; 1933, when independent audits of financial statements were required of listed companies, and 1938, when a sweeping reorganization of the Exchange called for a paid president for the first time.

DERELICTS

From what strange ports in far-away lands
Are you forlorn derelicts, to rest at last,
Bleached bone-white by sun and sands,
Surf-washed vagabonds from out the past?

What hidden by-paths have you wandered,
By what chart did you plan your way,
What futile dreams have you squandered
That your last voyage led you astray?

What curious illusion has led you on,
Riding the froth of a storm-whipped sea,
That fate should ensnare you as a pawn,
That this be your worthless destiny?

Nonee Nolan

DISCOVERY

Soft rain is falling on my face,
the cooling, healing rain
blending with my tears,
and as I walk close by the sea,
the aching agony
from loss that lately shattered me
is stilled . . . and suddenly
I know that I am part,
that you are part,
of all this universe—
the ocean depths and sky,
the turning earth
and His design for destiny.

How tender is the gentle rain!
Deep within me silence glows,
and I am whole again.

Emily Sargent Councilman

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