

MAY 1979

# The LOOKOUT

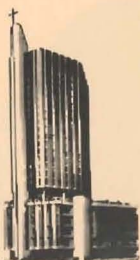


SEAMEN'S CHURCH INSTITUTE OF NEW YORK AND NEW JERSEY



annual report issue

## The Program of the Institute



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



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

## The LOOKOUT

Vol. 70 No. 3 May 1979

SEAMEN'S CHURCH INSTITUTE  
OF NEW YORK AND NEW JERSEY

15 State Street, New York, N.Y. 10004  
Telephone: (212) 269-2710

The Right Reverend  
Paul Moore, Jr., S.T.D., D.D., *Honorary President*

John G. Winslow, *President*

The Rev. James R. Whittemore, *Director*

Carlyle Windley, *Editor*

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Cover photo: Courtesy of Mobil Oil Corporation

The Seamen's Church Institute of New York and New Jersey, 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 300,000 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, educational, and special services for the mariner, including counseling and the help of five chaplains in emergency situations.

More than 3,500 ships with over 140,000 men aboard annually put in at Pts. Newark/Elizabeth, N.J. where time ashore is extremely limited.

Here in the very middle of the huge sprawling Pts. Newark/Elizabeth 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 very special needs of the men. An outstanding feature is a soccer field (lighted by night) for games between ship teams.

Although 60% 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 Seamen's Church Institute of New York and New Jersey

# ANNUAL REVIEW

It is our pleasure to present to you in this issue our 144th Annual Report. In it we will provide a condensed statement of our 1978 operating income and expenses, publish the Annual Report of the Director to the Board of Managers and summarize our various services to seamen. We hope that you take particular notice of this Summary of Services (pages 12 & 13), because it is here that you see in simplified form the breadth and depth of the work of the Institute — which last year provided direct services to more than 250,000 seafarers.

In addition, we would like to share with you a recent conversation with the Commissioner of Ports and Terminals for the City of New York regarding changes along the city's waterfronts, focus on a number of programs of increasing importance to the Institute and review several projects and opportunities currently at hand.

We also want to take this opportunity to thank each of you who helped make our work possible during the past year.

Without your support much of our work would necessarily have gone undone. Because of your support, our seamen's services were fully maintained. We are most grateful for your loyalty and generosity; and assure you that there are challenging and exciting days ahead — with your help and support.

### Unique Opportunity

It is on this optimistic note that we are pleased to announce the recent award of a \$1 million endowment challenge grant by the Vincent Astor Foundation. This is the first major challenge grant ever received by the Institute and also the largest, single foundation grant awarded to date.

Plans for meeting this unique opportunity will be announced in the immediate months ahead.

## N.Y.C. PORTS COMMISSIONER MOVES TO FULLY DEVELOP CITY'S WATERFRONT RESOURCES



From a recent conversation between Anthony T. Gliedman, Commissioner of Ports and Terminals New York City, (pictured left) and the editor of *the Lookout*

- L/O** Commissioner, thank you for seeing me this morning and I promise to take only a few minutes of your time. To begin with, you've held this office, how long now? About a year?
- C** That's correct. In fact, I'll celebrate my first anniversary in this job this coming June.
- L/O** Congratulations. Then you've probably had just about enough time to get settled into the job and to initiate some projects. Tell me, what do you consider to be the major priorities for the city's harbor and waterways — both commercially and as a natural resource?
- C** Our harbor must meet the challenges that a changed technology brings to the shipping industry, but at the same time we have to realize that the waterfront is part of the daily lives of all communities in the city. We must use the waterfront for people as well. These uses are not contradictory, they are mutually reinforcing.
- L/O** Would you comment further?
- C** Certainly. You see, we are particularly concerned with the proper "mixed utilization" of the waterfront. The proper and full use of the city's waterways is a trust and should be available to all. Maritime Commerce is most important because commerce means jobs and jobs are essential. Mixed utilization also means the proper commercial development that will enhance the ambience of the waterfront for

everyone. Hotels, marinas, malls, maritime museums, recreational and residential uses are all a part of this plan. Commercially, helping one helps the other.

- L/O** Can you give some examples?
- C** Sure. We're actively involved in the new ship facilities located in the Red Hook area of Brooklyn. To my knowledge, this is the first time that the Port Authority of New York and New Jersey and the City have entered into joint negotiations to work on such a project. This has been through the combined efforts of Mayor Koch, Alan Sagner and Peter Goldmark all wanting to do so. We also anticipate that within the year we will be expanding back-up space for containers for the Northeast Marine Terminal, also in Brooklyn.
- L/O** What about private development?
- C** There's been a tremendous amount of neighborhood improvement going on in waterfront areas. In addition, we are constantly getting development proposals from numerous people on a variety of projects. And here again, we don't want just any project, we want the right project, well done.
- L/O** An example?
- C** We'll soon be awarding a contract for a new waterfront restaurant for a site at East 30th Street in Manhattan. However, it's much more than just a restaurant with river view. It will be totally integrated into the fabric of the community. As someone described it, it's really "a park with a restaurant" rather than a restaurant with a little outdoor seating space.

Farrell Lines *Austral Pilot*  
berthed at Pier 11  
in Brooklyn, N.Y.



You see, the way I view it, we all feel the need to go down to the water. Perhaps its primal. I'm not sure. Once, only the poor remained along the city's waterfront. Now everyone wants access to the water. This "park with a restaurant" is an example of one way to provide for this.

- L/O** This interests me because at the Institute we are always concerned that so few people seem to realize how much their personal economic well being, and that of the city and nation, depends on waterborne commerce. Are people in this city becoming truly aware of just how important this great port really is?
- C** I think so. The increased emphasis on maritime commercial development and the need for waterfront access would indicate this.
- L/O** Should a great harbor like New York City have a marina for sailing vessels?
- C** Absolutely and it's underway. We've received numerous proposals and we're in the process of selection. It is probably a couple of years away. The project is called the Two Bridge Marina because it is located between the Brooklyn and Manhattan bridges. Once it's operative, I hope that one will be developed on the Hudson River.
- By the way, my job is not just limited to the waters around Manhattan. It's wherever there are waterfront areas deserving attention in all five boroughs. Right now, we have about 60 projects with approximately 15 in Manhattan, 8 to 12 in Brooklyn and the remainder in the other boroughs.
- L/O** Let me ask you a blunt question. In your opinion, does a port city like New York need a full-service facility like the Seamen's Church Institute? It's not cheap to operate you know.
- C** To my mind, without question. Of course I have nearly a reverence for those on ships who spend their lives at sea. I might also add that when the seaman does retire or comes ashore, the things we've discussed could benefit him. Commercial development of the waterfront should create a demand for more people who have knowledge about ships and the sea: from containerport development, to marinas and museums. I am also particularly impressed by the instruction offered by the Institute — such as the Maritime Transportation courses. As you may know, a number of my staff have attended these classes. Not only do they provide good practical instruction on the many facets of today's shipping; but, to my mind, they also serve as an interface linking the straight, land community with the world and life of the seafarer.
- In addition, the many merchant marine up-grading courses are most important. Good job training is essential to the well being of the commercial maritime community — at sea and ashore.
- L/O** One final question. Are we experiencing a port renaissance?
- C** Something very special *is* happening. Perhaps it started with Op Sail and has been encouraged by the lessening of the city's financial crisis and more stable world money markets. Whatever the combined causes, the time seems right to move ahead and develop fully the resources of this great port. It's a big job but it's also a big opportunity and one not to be missed.
- L/O** Thank you for your time, Commissioner — and for your comments.

**1978 ANNUAL REPORT OF THE DIRECTOR  
TO THE BOARD OF MANAGERS**  
Seamen's Church Institute of New York and New Jersey



Two years ago on February 1, 1977, I became Director of The Seamen's Church Institute. A couple of months later, at the time of my Institution, I laid before you as clearly as I could, our financial condition. I pointed out that we had had to expend approximately two thirds of our endowment over the past ten years and with the size of our deficit we were on a course on self liquidation. Today, our financial condition still remains critical, but we have survived; our work is being pursued with renewed vigor, and the prospect for the future of the Institute is filled with promise. I want to thank John Winslow, our President, in particular and all of you for your leadership and warm support for our endeavors.

We have accomplished a number of things in the past two years. Let me quickly summarize them for you:

1. We have assessed the need for the Institute and concluded that our work is essential for the good welfare of tens of thousands of seafarers from all over the world and for the health of this great port.
2. We have reorganized our staff. This has necessitated the painful retirement or termination of many of our staff members. At the same time, we have brought into the Institute some strong new leadership. Let me take a moment to introduce you to a number of key people, for they are responsible to a large measure for the success of our enterprise.

**STAFF**

Frank Abbema  
General Manager for Hotel,  
Clubs and Conferences

Rani Antoniadis  
Director of Volunteers  
and Development Associate  
for Outreach

Faye Argentine  
Director of the Franklin  
D. Roosevelt School of  
Maritime Studies and Development  
Associate for Foundations

Danny Browne  
Director of the Gymnasium

**STAFF (continued)**

Ludwig Buchweiser  
Director of Food Service

Barbara Clauson  
Director's Secretary,  
moving to Coordinator  
for Ship Visiting

George Dawson  
Manager of Port Newark,  
who will be moving to the  
work of full-time Port  
Chaplain to New York and  
New Jersey — a key member of  
our new Ecumenical venture.

Dee Fitch, Director of  
Merchant Marine School

George Hartstein, Comptroller

Bill Haynsworth  
Director of Pastoral and  
Social Services

Frank Huntington  
Deputy Director and  
Director of Education

Zelda Mueller  
Fund Raising Director for  
Friends and Annual Giving

Sarah Peveler  
Executive Assistant and  
Personnel Director

Al Sorensen  
Manager of Buildings and  
Properties

Constance West  
Retiring Director of  
Women's Council

Carlyle Windley  
Director of Communications  
and Development

Bob Wolk, Librarian

**3. Accomplishments:**

- A. We have set internal goals and objectives for each department and we are introducing comprehensive job descriptions and performance appraisals for all our personnel.
- B. We have reorganized the Board of Managers and established functional committees to oversee the total work of the Institute. The response of Board Members to committee work and other responsibilities has been most gratifying.
- C. We have expanded the Board. This process is not yet complete; we expect to nominate several women in the near future, and the addition of leaders of maritime unions and people of other faiths fill a major gap in our Board structure.

These are just some of the things we have accomplished. What then of the future? The most important new thrust in our work will be to put in place this year a highly coordinated Ecumenical Ship Visiting Program. It is a scandal to have ship visitors from two agencies board the same vessel within an hour of each other, while another ship with serious problems lies unvisited. We have been assured cooperation from the major denominations, including Roman Catholics and Lutherans, but it remains for us, the dominant agency, to give leadership to this great ecumenical venture.

In our education program we are moving towards strengthening our Merchant Marine School and are pursuing the possibility of making available to Americans and seafarers from other lands, a training course in collision avoidance radar. We are also



Institute Director congratulates Ms. Julienne Paul for winning first place in the employee contest on how to best help the Institute improve its services and meet its budget objectives. The contest winners were announced during a staff budget review meeting.

applying for a modest grant to test the need for a small, action based Research Center on Human Factors in the Maritime Industry. As you probably know, some 85% of the accidents on shipboard are attributed to human failure. We feel that a small research facility based here could help reduce the appalling number of casualties that beset seafarers and ships, many of which also pollute our environment.

We are also moving concretely to set up a strong volunteer program. I have just returned from a meeting at the Houston Seamen's Center and can attest to the critical importance of volunteers if we are to have the most effective ministry possible to seafarers.

Last, but no means the least, is the need for a comprehensive development effort, not only to match the marvelous Astor Challenge Endowment Grant of one million dollars, but to strengthen our annual giving program as well.

I suggested two years ago that we need to tell our story. It is an absorbing, historic, romantic and inspiring tale of not only what we have done in the past, but what we are doing today to meet the needs of a rapidly changing maritime world. I am pleased we have decided to call upon George Trescher Associates to help us in this task.

In closing, I am reminded of the biblical story of Jesus and the fearful fishermen. He told them to launch out into the deep and to let down their nets for a draught. The catch, you remember, was overwhelming.

The time is right for us with boldness, creativity and power to launch out into the deep to insure the future of this Institute for the years ahead. I am confident that by God's grace, we shall do so, and that our success will rival that of the early disciples.

Respectfully submitted,

REV. JAMES R. WHITTEMORE  
January - 1979

## PASTORAL CARE

# In Times of Crises

The Reverend William Haynsworth  
*Director, Pastoral and Social Services*



In the early days of the Institute's ministry to seamen, a fervent gospel of redemption was directed to the individual mariner even as he arrived in multitudes to fill to capacity the three floating chapels which appeared between the years 1844-1910 along the southernmost stretch of South Street known as "Sailor's Town." As the society adapted its program to the changing needs of a dynamic social climate, the emphasis remained steadily focused on the seafarer as a person: It is the individual seaman whose integrity is to be protected; his rights to be secured; his physical well-being to be safe-guarded.

The single thread which connects the work of all those dedicated men and women who have been associated with this Institute's ministry throughout its 144-year history is the pastoral quality of caring for the seafarer. Chaplain Parker, the society's first port missionary, declared war on those who practiced crimping, shanghaiing and the demeaning exploitation of seamen by boarding house operators. He vowed to eliminate from the port every abusive practice directed against seamen. The campaign was waged from 1843-1859 and it was successful.

Today, he would doubtless feel very much at home if he could by some miracle transcend time and be present during a counseling session at the modern Institute building at 15 State Street. Although the setting would have changed dramatically beyond anything he could have conceived of in his time, the human factors involved and very likely the circumstances of the situation under discussion, would probably be as familiar to Chaplain Parker as the

content of the logbook he kept aboard his floating chapel in the year 1844!

Early in the present century, Dr. Archibald Mansfield witnessed the fulfillment of his most cherished dream with the completion, in 1913, of the world's largest residential center for seamen at 25 South Street. Immediately after the opening of the new Institute building, this remarkable innovative pastor-to-seamen established an upgrading school; initiated a new chaplaincy to sick and injured seamen at the Marine Hospital on Staten Island (now integrated into the U.S. Public Health Service hospital system); and, during the early years of the Great Depression, supervised the housing and feeding of 2,000 seamen a day in the expanded facilities at 25 South Street. The whole Port of New York was Dr. Mansfield's parish and seamen of every nation were the subjects of his pastoral concern!

Against this background of a long and respected tradition of pastoral caring, a new chapter in the Institute's story began with the election of the Reverend James R. Whittemore as Director in late 1976. The new Director holds graduate degrees in theology and pastoral counseling. During his 11 year ministry at Trinity Church, Princeton, N.J., he developed a parish-wide counseling service which continues to have an impact upon the community. Father Whittemore, therefore, brings the priority of pastoral insight to the present-day task of ministering to people whose vocation of seafaring make unique demands upon them and whose lives are committed to



working in an industry which also is experiencing severe economic problems.

In order that some understanding may be had for the kinds of pastoral problems involving seamen who are seeking sympathetic understanding and help, the following *anonymous* accounts of real-life crises are presented:



Barbara decided to go to sea in her early 30's and, although women have been crewmembers on American vessels for many years, Barbara finds herself all too often to be a minority of one; the only woman working as a bedroom steward on a freighter, among a crew of 35. She believes that part of her difficulty is communicating her innermost feelings of isolation to fellow crewmembers who are all too often inclined to see her only as a distracting sex symbol: the sole female in an all-male universe. She finds that her many frustrations and anger-turned-outward in every direction is hard to live with for the duration of a voyage which might last six to eight weeks at a time. Then deep, deep depression sets in and she wishes she had never heard of "going to sea" as a way of life.

Suddenly an illuminated insight speaks out: "My Lord, I'm becoming a lush!"



Tom was a problem drinker at the age of 16. At 17 he went to sea. Now, at age 55, he casually affirms that he regrets nothing and turns all of his hostility inwardly on himself in deeply regretting the pattern of

his life over the past 35 years: Ships missed at sailing time; countless sordid binges; protracted hospitalizations and too many medical crises surmounted, only to relapse again into the old familiar pattern of alternating periods of sobriety and increasingly longer and longer stretches of alcoholic amnesia. "At 55," he asks, "is there salvation?"



John is a young seaman, age 23, who has undergone some traumatic experiences at sea in a brief span of two years. Put ashore in Naples with a severe case of hepatitis, his romantic expectations of seafaring life evaporated in an over-crowded ward reeking of disinfectant where he languished for six weeks with little opportunity of communicating with anyone in his own language. Subsequently involved in an uncanny collision at sea in which fortunately there was no loss of life, he cannot face up to returning to work as an active seaman. "All my luck has been bad; I've lost every illusion I might have had about going to sea as a playing-out of 'Treasure Island.' Where do I go from here?"



These are but a few of the many types of personal crises occurring regularly. Rarely is there an easy solution. However, the crisis itself often can be momentarily alleviated, though not solved, once the problem is defined. The opportunity for the seafarer to obtain a confidential hearing also encourages him/her to deal with his anxiety. In addition, it establishes an ongoing working relationship in which progress can be made because the seafarer knows that there is continuity in the counseling situation; that he can return and meet with the same person when next in port.

Most of all the seafarer is encouraged to deal with his problem because he knows that someone cares, is willing to listen and wants to help.

<b>Gross Income From Departments</b> .....		<b>\$1,825,794</b>
<b>Operating Expenses</b>		
Salaries and Wages .....	\$1,119,265	
Employee Benefits .....	261,761	
Food and Merchandise .....	213,643	
Electric current, fuel, telephone service .....	383,826	
Supplies .....	124,348	
Insurance .....	43,713	
Publicity and printed matter, including "Lookout" .....	32,462	
Miscellaneous .....	61,705	
Christmas-at-Sea program .....	29,927	
Investment Council, legal and accounting fees .....	32,306	
Repairs and Maintenance .....	55,761	
Real Estate Taxes .....	53,390	
Interest .....	1,865	
	<hr/>	<hr/>
	\$2,413,972	
<b>Religious and Personal Services Departments</b>		
Salaries, expenses and relief .....	195,543	
<b>Mariners' International Center, Port Newark</b>		
Salaries, expenses .....	239,410	
<b>Merchant Marine School — F.D. Roosevelt Institute</b>		
Salaries, expenses .....	156,961	
<b>Department of Physical Education</b>		
Salaries, expenses .....	15,404	
<b>Joseph Conrad Library</b>		
Salaries, expenses .....	41,611	3,062,901
<b>Excess of expenditures over income from operated departments</b> .....		<b>(1,237,107)</b>
Less dividends, interest and income from endowments. . .	358,772	
Credit Bureau recoveries .....	39,008	397,780
	<hr/>	<hr/>
<b>Deficit from Institute operations</b> .....		<b>(839,327)</b>
<b>Contributions for general and specific purposes</b>		
Development department and special items .....	249,142	
Christmas-at-Sea .....	30,832	279,974
	<hr/>	<hr/>
<b>Deficit from Operations</b> .....		<b>(559,353)</b>
Depreciation — 15 State Street Building		
Furniture and Equipment .....		(202,645)
Depreciation — Port Newark Building		
Furniture and Equipment .....		(23,240)
<b>Deficit for year ended December 31, 1978</b> .....		<b>\$(785,238)</b>

( ) Denotes red figures

The Condensed Statement of Operating Income and Expense for the year 1978 derived from the books and records is set forth above. Audited financial statements are available at the Institute for inspection upon completion.

Respectfully,  
George D. Benjamin, Treasurer

**AT 15 STATE STREET**

**1,239**  
American and foreign ships  
visited and welcomed.

**81,992** Hotel rooms occupied.

**6,825**  
Seafarers repre-  
senting 42 foreign  
nations entertained  
in the International  
Seamen's Club.



**388,200** Restaurant meals served.

**19,908**  
Visits to the Physical  
Education facilities.



**53,622** Books and magazines  
distributed aboard ships  
in the greater Port of  
New York & New Jersey

**10,083** Pieces of luggage  
stored in SCI  
Baggage Room.

**AT MARINERS' INTERNATIONAL CENTER**  
(Ports Newark, Elizabeth, N.J.)



**1,245** American and foreign ships  
visited - including U.S.  
and foreign tanker ships.

**221** Religious services held in  
the Center.

**8,123** Seafarers used the Center.

**3,250** Letters and postcards mailed  
for seafarers.

**115** Pastoral interviews.

**954** Overseas telephone calls.



**9,706**  
Christmas Gift  
Boxes placed  
aboard ships.



**135**  
Services held in the  
chapel.



**2,576**  
Pastoral  
interviews.



**13,200** Individuals attended  
meetings ... maritime,  
community, education or  
church-related programs.

**2,546** Bedside hospital visits by SCI Chaplain.

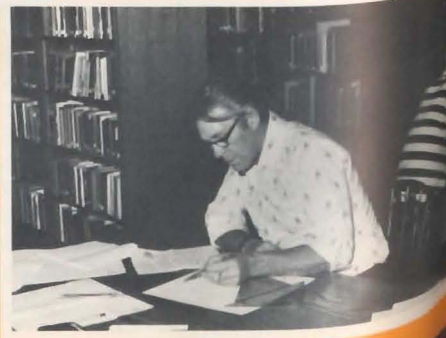
**5** "Missing" seamen located.

**2,374**  
Credit issues to  
seafarers for meals,  
lodging, emergency  
needs. (72.5% credit  
return rate)

**566**  
Seafarers enrolled in SCI's  
Merchant Marine School  
plus MARAD radar - 600 students  
recertification - 457 students.

**485**  
Seafarers, shorebased maritime personnel  
and other community members enrolled in the  
Roosevelt Institute of Maritime Studies trans-  
portation classes. 21 six course certificates  
issued.

**38,407**  
Seafarers and members used the  
Joseph Conrad Library.



## Sources of Income during 1978

OPERATING BUDGET  
\$3,062,901



EARNED INCOME 60%  
GENERAL CONTRIBUTIONS 9%  
ENDOWMENTS 13%  
DEFICIT 18%

## Operations for Seamen

### Totally Subsidized

Library  
Game Room  
Ship Visitors  
Religious Activities  
Missing Seamen's Bureau  
Counseling Services

### Partially Subsidized

Baggage Room  
Credit Bureau  
The Lookout  
International Seamen's Club  
Christmas-at-Sea  
Gymnasium  
Mariners' Intl. Center at Port Newark  
Merchant Marine School

### Nominally Self-Supporting

Hotel  
Food Services  
Roosevelt Institute

*The Seamen's Church Institute of New York and New Jersey  
gratefully acknowledges  
the legacies and memorials left in its support  
during 1978 honoring  
the following persons*

### *Memorials*

Amy C. Allen	Mimi Medina
Elsie Barnes	Mrs. Harry B. Mitchell
Melvin J. Chapman, Jr.	Taris Netick
E. Hilton Clinch's Birthday	Mr. Panepinto
Marion R. Copp	Janet Paxton
Michael Cosgrove	Charles Perryman
Betty Cunningham	Mrs. V.E. Pinetti
Christian J. Digmann	Margaret Stanbrough Reybold
Warren Doerr	Loren Reynolds
DeWitt C. Dudley	Louis Salas
Alf Ebbesen	Alexandra Sanford
George Fortune	William Sheppard
Anne Frazer	Samuel Stretch
Kees Garnier	Ruth Towne
Maude A. Glover	Paul D. Ventgen
Robert I. Haltiwanger	Prof. Wong Chi Wang
Mrs. George Hellwig	Dr. Charles R. Weeth
Charles Dulvey Henley	Valentine Wenzel
Katherine Hunt	Admiral F.E.M. Whiting
George Johnson	Stanley Wilson
Bartlett Braxton Jones	Janet Wocel
Charles H. Marshall, Sr.	Dr. Whitney Woodruff
Mr. Herman Karl Masel	

### *Legacies*

Rosa H. Anderson	Esther E. Hefty
Frederick Benson	Priscilla Lanier
Valerie F. DuCommun	Martha Jane McClatchy
Grace E. Faucon	Alice M. Scudder
Augusta M. Gulden	Winifred M. Sheldon
Irene Hance	John S. Wheelan

*"What a man does for himself dies with him.  
What he does for others lives on forever."*



*The Board of Managers  
reports with regret the death of two of its fellow members:*

*Mr. Charles M. Bowring, Jr.*

*January 14, 1979*

*and*

*Mr. Benjamin H. Trask*

*March 4, 1979.*

Mr. Bowring was a member of the Board from 1941 until his resignation in 1977 during which time he served on various Board committees; the most recent being the Education and Program Committee.

Mr. Trask was a member of the Board from 1957 until the time of his death during which time he was a member of the Law Committee until 1976 when he was elected an honorary member of the Board.

Both men gave unstintingly of their time and counsel, were true friends of seamen and will be greatly missed.

*The Seamen's Church Institute of New York and New Jersey  
is pleased to announce that the following persons  
have been elected to its Board of Managers in 1979.*

**RICHARD SANDER BERRY**

General Partner  
Zuberry Associates

**THE VENERABLE CANON  
ROBERT C. CHAPMAN**

Archdeacon, City of New York  
The Episcopal Diocese of New York

**F. BRIGGS DALZELL**

Coopers and Lybrand

**ANTHONY D. DUKE, JR.**

Vice President  
Fiduciary Trust Co. of New York

**THOMAS W. GLEASON**

President  
ILA, AFL-CIO

**JOHN C. JANSING**

Chairman of the Board  
Independent Election Corporation  
of America

**STEPHEN S. LASH**

Vice President  
Christie's

**CAPTAIN ROBERT J. LOWEN**

International President  
International Organization of  
Masters, Mates & Pilots

**CAROLINE M. (Mrs. John) MACOMBER**  
Wife, Mother and Volunteer Civic Leader

**MAXWELL M. RABB**

Partner  
Stroock & Stroock & Lavan

**EDWARD J. SETTE**

Executive Director  
United Seamen's Service

**Members and Officers of the Board of Managers  
The Seamen's Church Institute of New York and New Jersey**

*Honorary President*

The Rt. Rev. Paul Moore, Jr., S.T.D., D.D.

*Chairman of the Board*

Franklin E. Vilas

*President*

John G. Winslow

*Clerical Vice Presidents*

The Rev. Frederick Burgess  
The Ven. Robert C. Chapman  
The Rev. James H. Cupit, Jr.  
The Rev. John M. Mulligan, D.D.  
The Rev. Robert Ray Parks, D.D.  
The Rev. James R. Whittemore

*Lay Vice Presidents*

Arthur Z. Gray  
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## INSTITUTE PROMOTES ECUMENICAL PORT MINISTRY TO SEAFARERS OF ALL NATIONS

Until a few years ago, vessels coming into the ports of New York and New Jersey would remain for several days while stevedores unloaded and reloaded the ship. Ship crews had time ashore to relax and take care of their personal needs. Today things have changed — considerably.

A tanker which has been fifteen days at sea — coming from the Middle East — can be pumped out in eight hours; a load of 4,000 automobiles — arriving after leaving Japan twenty two days before — can be offloaded in six hours. Containership turnaround is equally brief. Presently, there are two small German containerships running between Canada and the United States making the round trip every four days and staying in port as little as five hours.

Officers and crews on these ships have little, if any, time ashore, making it imperative that we, at Seamen's Church Institute, visit them regularly on board.

Currently, the Institute has five full-time ship visitors who spend all day going from ship to ship, talking with officers and crew, learning about conditions aboard ship, the situation at home, the needs and dreams of the men and women at sea. If time allows, the ship visitor will arrange a shopping trip, a tour of the city or a soccer game with the crew from another ship. Sometimes it's as simple as taking the crew to the Center in Port Newark and helping them to mail letters or make overseas telephone calls to their families abroad. Whatever their needs, the seafarers' concerns are ours. We are their friends and reliable source of aid whenever they are in port.

In addition to the Institute, there are six other agencies in the New York/New Jersey area who also visit ships. It is our hope that the formation of an Ecumenical Port Ministry will lead to the increased cooperation and coordination of all ship visiting activity in the Greater Port.



Paul Chapman

To this end, the Institute has obtained Paul Chapman as Director of Port Ministry. Paul has a unique "ecumenical" background. A theologically trained Baptist layman, he was for 18 years the Director of Packard Manse, an ecumenical center in the Boston area whose purpose was to foster better relations between Catholic and Protestant, and to address other divisions within the society: black/white, rich/poor, male/female. In addition, Paul has a particular interest in the "little people" of the Third World, having once lived with his family in a *favela* in Northeast Brazil. Since more and more seafarers are recruited from the Asian, African and Latin American countries, it is increasingly important to respond to this special situation.

Since Paul's arrival, groundwork has been laid for full cooperation with the YMCA ship visiting program, and good relations have been established with the Port Chaplains of the three Roman Catholic Dioceses.

It is anticipated that next year's annual report will show that not only are *all* vessels arriving daily being met by a coordinated team of ship visitors but that a full range of back-up services will be available to all ship personnel.



## SCI MERCHANT MARINE SCHOOL ... A UNIQUE AND VITAL SERVICE TO TODAY'S SEAFARERS



Merchant Marine School Director Commander Dee Fitch demonstrates latest Loran A Equipment to students.

Since 1896, maritime education has been one of the basic services for seafarers available at the Seamen's Church Institute. In that year it opened its first school in a sail loft near South Street. The Institute's Merchant Marine School formally began in 1916 and since then has literally trained thousands of seamen to become officers in the merchant navies of the world. Today, more than 500 seafarers of all ages are annually enrolled for study.

As the nation's only major independent, comprehensive school for merchant mariners, it operates year-round. It is licensed by the New York State Education Department and is approved for the training of veterans.

The school is unique in that an experienced seafarer with necessary sea time can enroll for courses preparing him for licensing as a Third Mate or Assistant Engineer. In addition, the already licensed

merchant officer can prepare for a raise in grade up to and including Master and Chief Engineer.

The curriculum includes courses in navigation, seamanship and marine engineering for ocean going vessels as well as for coast-wise and inland waters. Also available are specialized short courses in Rules of the Nautical Road, Loran/Omega and Decca, Shipboard Firefighting, and Gyro-Compass. All subjects taught are directed toward preparing the candidate for licensure by the United States Coast Guard or the Liberian Bureau of Maritime Affairs.

Teaching methods combine lectures, training films, school prepared handouts and visual aids plus a special emphasis on individual tutoring. Courses are from one to fourteen weeks in length depending on the subject and the specific license desired.

Counseling to encourage both proper



Two students in the Conrad library preparing for next day's classes.

course selection and productive study habits is available to all students.

So that *all* seamen will have the opportunity to advance in their careers, tuition costs are maintained at moderate levels. To do so requires funding from the Institute's general operating budget as well as much needed support from associations and organizations within the maritime community. Two such contributors are the Rudder Club and the Society of Marine Port Engineers, New York, Inc.

### GRANT FOR NEW EQUIPMENT

Another example of support from the maritime community is a recent grant from the Life Saving Benevolent Association of New York for the purchase of much needed Loran radio navigation equipment as well as the latest types of firefighting equipment used aboard ship. In both cases, this makes it possible for the seaman to master through hands-on training, the actual equipment most commonly available at sea today.

Student enrollment for the year 1978 was as follows:

381	for original and upgrading licensing
124	for special courses in gyro/oran
61	for firefighting
566	

In addition, the MARAD Radar School enrolled 600 students for full course instruction and 457 for recertification



Instructor George Munkenbeck gives classroom demonstration of proper way to don Scott Airpak under firefighting conditions.

## Volunteers of SCI

Committed, knowledgeable, and responsible volunteers are the lifeblood of any healthy service organization today. In 1917, a small group of volunteers, concerned that seamen leaving the Port of New York had little to sustain them, organized SCI's famous Christmas-at-Sea program. Last year, thousands of volunteers saw to it that some 9,706 boxes filled with hand-knit garments and small necessities were placed aboard those ships that were to be at sea Christmas Day.

This year under the direction of Mrs. Sylvia Camp, who succeeded Mrs. Constance West on her retirement, the Christmas-at-Sea program is again planning a program of equal dimension.

In mid-1978, SCI began to incorporate volunteers in the administration and

Christmas-at-Sea director, Sylvia Camp (c.) and volunteers plan logistics of Christmas Box program.



operation of its various departments. At 15 State Street, current focal points for their work are the Joseph Conrad Library, the Information Desk, and, at some point in the future, the Seamen's Club. As part of SCI's new ecumenical ministry, it is anticipated that volunteers will, by the end of 1979, be involved in all phases of activity at SCI's Mariners' International Center in Ports Newark/Elizabeth, New Jersey.

These concerned men and women answer phones, lead tours, keep accounts, organize recreational activities, mobilize friends, publicize Institute events, bring seamen into their homes, and, of course, stuff envelopes, too. All this liveliness and sheer hard work profoundly affects SCI's battle not only to "balance the books" but to increase its sources of funding.

### SCI ASSOCIATES

The interest and dedication of groups such as the Volunteer Associates of SCI at St. Bartholomew's Church, N.Y.C. also add vitality and fiscal support to Institute programming. Their successful benefit evening is but one of many innovative examples.

On behalf of all of us here at the Institute, we thank each and every volunteer for their interest, hard work and enthusiasm.

Roxandra Antoniadis  
*Director of Volunteers*

## Maritime Friends of SCI

1978 Friends Dinner Chairman, Mr. John T. Gilbride, Chairman of the Board, Todd Shipyards Corp., presents special award to honored guest Mr. James A. Farrell, Jr., Chairman, Farrell Lines, Inc.



The Maritime Friends of SCI continued to be an important segment of Institute support during 1978. Mr. Edward J. Barber, Chairman, Barber Steamship Lines, Inc., remained as general chairman; and the Fall Membership Drive under the direction of Mr. Eric Guy de Spirlet, President, Atlantic Overseas Corp., resulted in a roster of more than 300 top executives from the maritime community.

The Friends' Annual Gala Dinner was the high point of the Institute's fund raising special events; and individual members served as advisors on numerous subjects affecting the welfare of the Institute.



Vice Admiral William F. Rea, III, Commander 3rd Coast Guard District being honored at a special Friends Luncheon on the occasion of his 1978 retirement.

Seamen's Church Institute of N.Y. and N.J.  
15 State Street  
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