



the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



NOVEMBER 1975

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.

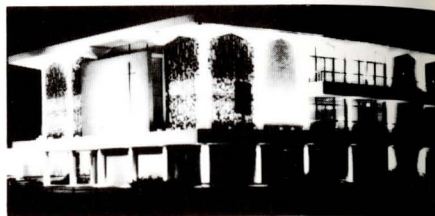
Each year 2,300 ships with 96,600 men aboard put in at Port Newark, where time ashore is extremely limited.

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 61% of the overall Institute budget is met by income from seamen and the public, the cost of special services comes from endowment and contributions. Contributions are tax deductible.



Seamen's Church Institute
State and Pearl Streets
Manhattan



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

the LOOKOUT

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HIGH JUMPS AND HIGH JINKS MAKE SEAMEN'S INTERNATIONAL SPORTS WEEK A ROLLICKING SUCCESS

Co-hosting the event were Mr. Aage Hofsløkken, director of the Norwegian Seamen's Service Agency (far left) and Chaplain George Dawson, manager and chaplain of the Mariner's International Center (far right). Joining them for this "official" photograph are Mr. Basile Tzanakis of the Center's staff and officer Hendrik Wrede and a cadet from the Norwegian sail training ship *Christian Radich*. Officer Wrede is in command of the vessel and the cadets in his charge participated in the opening day ceremonies.



As noted in last month's *Lookout*, late September is time for International Sports Week for seamen in the greater New York Port.

Organized by the Norwegian Seamen's Service Agency and sponsored by it and the Seamen's Church Institute, this annual event enthusiastically meets on the playing fields of SCI Mariner's International Center in Port Newark, N.J.

In spite of prevailing bad weather, the late afternoons and evenings found the Center's locker rooms and activities area buzzing while the soccer field and track areas saw many a hard fought match from teams fielded by ship crews from all over the world.

Naturally, the Brazilians and Italians excelled in soccer but the Norwegians held sway in most other field activities.

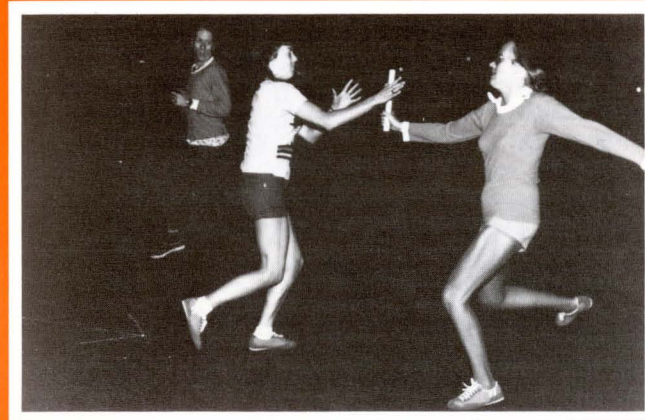
Captains threw the putt, a ship's cook was the gold medalist in all four divisions, sea women set a sizzling pace in the relays and the younger crew members predominated in the high jump.

Folks of all shapes, sizes, ages and nationalities joined in volleyball and the broad jump while shipmates cheered them on.

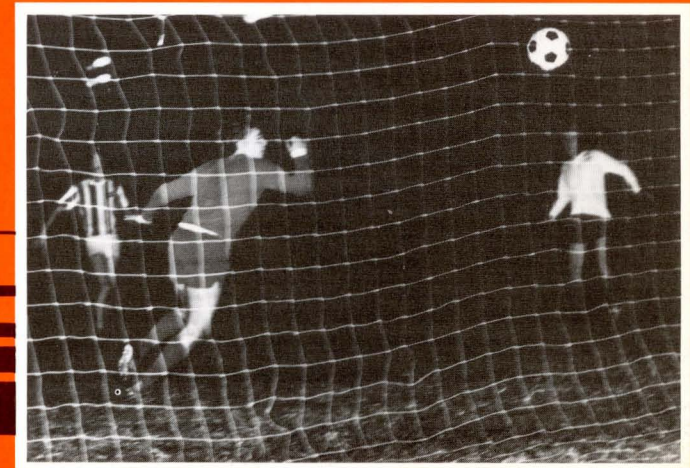
Outside of the fact that it was a welcome opportunity to loosen-up and test cramped muscles and tendons, International Sports Week was most of all, a welcome opportunity for people of all nations to participate in an event, filled with the hearty camaraderie known especially by those who sail the sea.



Mariners International Center (SCI)



Photos by Ivar Tonnessen

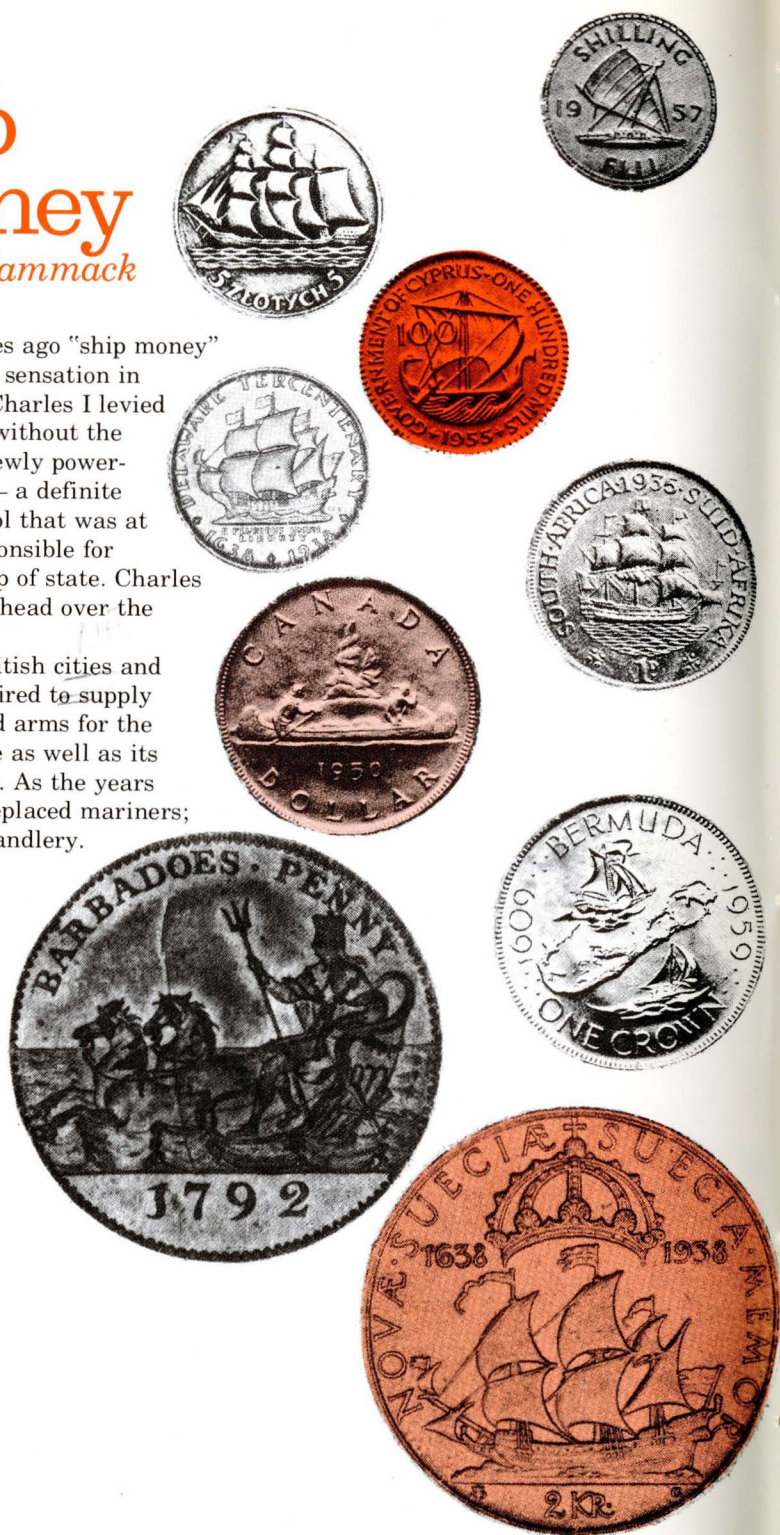


Ship Money

by Bob Hammack

Three centuries ago "ship money" caused a serious sensation in England. King Charles I levied the ancient tax without the consent of the newly powerful parliament — a definite breach of protocol that was at least partly responsible for scuttling the ship of state. Charles literally lost his head over the matter.

Originally, British cities and towns were required to supply ships, sailors and arms for the country's defense as well as its economic growth. As the years passed, money replaced mariners; cash replaced chandlery.



But the ship money of the 17th century is minor compared to the taxing effort of cataloging coins, tokens and banknotes — from early Phoenician gold to modern Colombian currency — that depict triremes, galleys, galleons, clippers and canoes.

Thousands of — maybe a million — coins and currencies bear a surprising number of diverse vignettes. Historically, they begin with such pieces as ancient as Greek and Roman ship-types, sail through Spanish galleons and Dutch clippers, and cruise to the United States' ironclad-gunboat *Monitor* and on to the Canadian schooner *Bluenose*.

Dimes, dollars and denarii all reflect the change from ship to canoe. Canadian dollars since 1935 have pictured the "canoemen", and 10-cent pieces since 1937 have featured the fishing schooner *Bluenose*, captained by Angus Walters.

Back when money had a name you could bank on — that is, notes issued by such institutions as the Bank of Upper Canada, York (Toronto) — ships and boats drew water on a paper sea. An 1831 Canadian one-dollar note pictures an unidentified ship, and all the Maritime Province banks issued ship money of similar design. The Bank of Nova Scotia at Halifax still redeems early issues, but few turn up in their hands; not when col-

lectors pay upwards of 10 times the face amount for such things as a 1903 \$20 bill. Bank of Prince Edward Island notes are no longer redeemable — the bank failed in 1881 — but no matter. Their redeeming feature is their value to collectors. Of course, all value depends on the condition of the seldom seen paper money.

A battle ship graces the 1913 \$10 bill of the Royal Bank of Canada in Montreal. While few modern countries use warships on their coins or currency, the earliest money often featured men-of-war — at least the prows of Phoenician war galleys were part of the ancient gold and silver. Ships and money seem to have developed collaterally. Not only did the Greek and Roman ship designs develop from Phoenician craft (dating back some 30 centuries), Greek drachmae and Roman stater were struck in the image of Phoenician money. The two banks of oars on the ancient Phoenician galleys with their sharp ramming beaks eventually evolved into biremes and triemes.

However fanciful the stories of early coinage and the ships that literally sailed them around the "middle of the earth" — the Mediterranean — few could rival Sir Philip Gibbs' plantation tokens of 1788 and 1792. These rare copper penny pieces bear a sea-going, horsedrawn sleigh, and Neptune (or Poseidon) holds the distinc-



tive trident symbol of Barbadoes. Just below the god of the sea is what appears to be a paddle-wheel. If it in fact is, it pre-dates the real things by several years. Besides, although river captains claimed paddle-wheels could "run on a heavy dew," they are inefficient on deep rough water. Hardly a fitting craft for a god, especially a sea god.

Historical ships such as the *Kalmar Nyckel* (Key of Kalmar, a Swedish city), which carried Swedish settlers to North America in 1638, appear on both American and Swedish coins. It was the only time the same ship appeared on two national currencies commemorating the same event, the settlement of the state of Delaware.

Of course — and sometimes, off course — the same ship has appeared on the money of several nations. Most notable is Columbus' flagship *Santa Maria* which has managed to find its way into numismatic navigation more than any other identified ship. Nearly every Latin

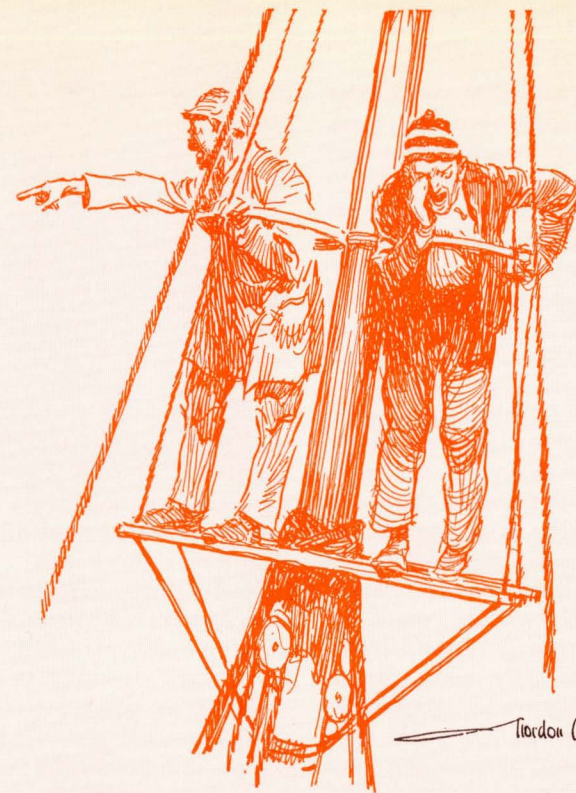
American country — including Haiti, Cuba, Venezuela and Equador — has used the design at one time or another. The U.S. Columbian Exposition half dollar of 1893 was the first.

The register of numismatic watercraft continues to grow, but as yet no notes of ships such as oil tankers have been re-



ceived. Collectors predict a remedy to that situation by middle east Arab oil sheikdoms or oil-rich Venezuela. There is little doubt that every type of lake, river or sea-going craft will have (or already has) made its way into the coins and currency of the world.

Good sources of information on North American paper money come from *North American Currency* by Colonel Grover C. Criswell. Hundreds of unusual ship notes are illustrated in the 942-page work available from Criswell's Publications, Citra, Florida 32627.



Part II (final chapter)

WHOPPING WHALE

by Arvesta Gardner

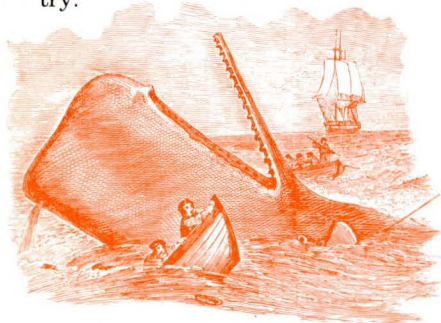
Last month's *Lookout* told the tale of young Captain Edmund Gardner, who at 23 years of age, set forth on the *Union* for the whaling waters off the coast of Patagonia in the year 1807. During the voyage, a giant whale attacked the ship making her unseaworthy and forcing the crew to take to the small boats. After a harrowing eight days adrift at sea, they were finally brought to the Azores without the loss of one human life.

This final installment recounts an even more bizarre episode in Captain Gardner's life which occurred some nine years later.

Both stories were taken directly from Captain Gardner's diary by his great-granddaughter Arvesta Gardner, and to our knowledge is the first time that his "adventures" have ever appeared in print.

IN 1816 he was only nine years older than when the *Union* was lost. But, there had been some lean times in that period due to the prolonged hardship suffered because of the blockage of Nantucket during the War of 1812. Regarding this time the journal tells us:

"I remained at my native place, could do little... We, at Nantucket, lay at the mercy of our friends and enemies. There being no military preparation, not a soldier or a gun on the Island. There were forty-six whaling ships belonging to the Island, twenty-three were captured, those that escaped capture made fine voyages, some were captured in sight of the Island. I lived in a very humble way, farming some but found my means for living gradually being less... 'Twas now the early part of 1815. Before the ice left our harbor and shores, a boat landed on the west end of the Island, bringing the news that Peace was concluded at Ghent, which was a cheerful sound for Nantucket, as well as for the whole Country."



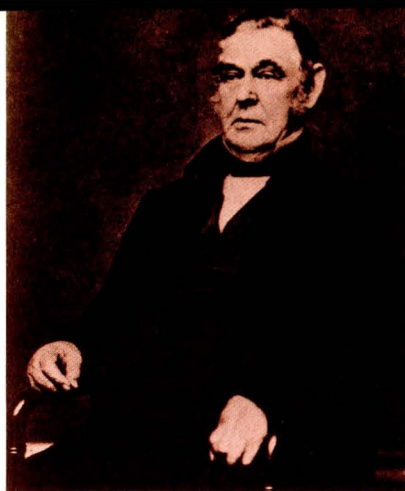
Anxious to make up for some of his economic losses Captain Gardner shipped in July, 1815 as captain of the *Winslow*, a ship which he had previously commanded and which had been repaired during the war and laid up. She was considered to be— to use an old-fashioned phrase — quite in a state of "forwardness." But, again an exceedingly smooth start on a journey quickly led into an anti-climax. After but three days it was discovered that the foremast was badly sprung; when removed and examined so much decay was revealed that there was

no question of repair, it could only be "sawed and cut for wood." About then the crew must have believed they were quite in a state of *backwardness*."

The *Winslow* had to stop over at the Island of Catarina, where Brazilian workmen contracted to fashion a new spar. Thirty-five days of frustration dragged by as the captain dealt with the procrastination of the natives; all the time he was conscious of the real purpose of the trip — to fill the ship's hold with barrels of sperm oil. The mast-making incident is another whole story, rather humorous as the journal tells it and revealing the many kinds of know-how possessed by a ship's crew.

By February, 1816, however, they are at the winter whaling grounds in the Pacific Ocean off Chile and the game was very abundant. On this particular day with many whales visible and some quite nearby, the small boats are manned and in pursuit, but the harpooners seem to Captain Gardner to be totally ineffective. He feels a need to urge them on, and impulsively he moves into the prow of his boat, rows to his mate and tells him to go into the bow of his; thus they replace two harpooners who are having no success. Then the captain gives his attention to his own special objective, a large sperm whale. In position to strike, almost atop the whale, he lays down his paddle, takes a harpoon and sends it deep into the thick hide. As he picks up his other harpoon to hurl - he sees the whale's giant teeth directly above him - and completely loses consciousness.

Coming to himself, - he has no way of knowing how much later it is, - the captain realizes that his shoes are filled with blood. With consciousness restored, he cannot doubt that something very serious has occurred. The others in his boat, accustomed to continual accidents, have not observed the vicious attack, and only with the greatest difficulty does he manage to make the men hear his voice. They stare a second or two at their leader's crumpled form, note his abject helplessness, and carry him as fast as they can to his cabin in the mother ship. There, fight-



Captain Gardner as a middle-aged gentleman. His left hand clearly shows the effect of being attacked by the whale as told in this story.

ing sternly against panic, he himself makes an investigation of his wounds.

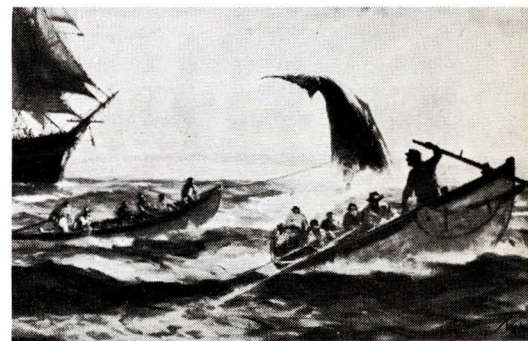
Captain Gardner's skull had been broken by one tooth of the whale; his left hand had been pierced by another; still another had entered the upper part of his right arm; and a fourth had gone into the right shoulder causing multiple fractures between shoulder and elbow. His jaw was broken, also five teeth, and to make the picture completely horrible his tongue had been cut through. Later, after listing the injuries, he simply wrote, "'twas favorable I retained my senses."

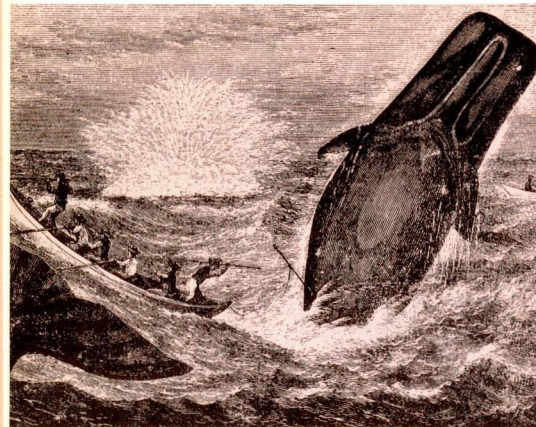
What now? His senses were needed, indeed. Almost at once he summoned his second officer, an "ingenious man"; with some instructions from the captain this able helper made splints and got bandages ready. He extended the arm to its normal shape, with others assisting they pulled and pressed to get the bone into place, the patient meanwhile encouraging them not to be afraid of pulling hard! In his journal, the captain later wrote, "I have as straight an arm as any man." The skull and fractured left hand presented graver problems, and an experienced physician must be sought. Now his dearest helper, "Providence," got to work again on Captain Gardner's behalf; and he was able to recollect the name and location of a physician living in the Peruvian mountains who had treated another seaman who had also been the victim of an encounter with a whale. Edmund

Gardner determined to communicate with this physician, but his ship must first reach the port of Paita, Peru, and they were yet well south of that city and far from the mainland. Among the crew there whispered guesses as to whether the captain would live through such a trip, - and could his men still lean on him for guidance? Some of the sailors were insecure, and in the absence of strong leadership, there was ever lurking the danger of mutiny.

As the vessel plowed its way northward through the Pacific Ocean, the men in their unnerved state made errors in navigation, and at one point, Captain Gardner in his frustration ordered that they put clothes around him and somehow, anyhow - get him on deck. Such was his resoluteness that his instructions were followed; he then projected the courses and distances. Providence got them to Paita eventually, and once in port, "the doctor from a Spanish King's Shop" came aboard to examine the captain.

"...I talked with him through a linguist. He pronounced my wounds bad, my left hand must be cut off, my head was bad, (did not propose cutting that off) but recommended my having the Chaplain to come and confess me, he evidently thought there was little chance of my recovery...I directed my mate to go ashore and request the Commandant to write to Piura to an old Doctor residing there, to send it express, and let nothing prevent his coming to me. I had made up my mind to have nothing done by the First Doctor.





Some thirty-six hours of waiting seemed like thirty-six days to the discouraged group on the *Winslow*, but when the doctor from Piura showed up he immediately took over in a manner which inspired confidence. He saved the hand and the head to serve their owner for nearly sixty more years.

The journal indicates that Captain Gardner was away on this particular journey for a period of just under three years, - not a long time in an industry where five year absences were commonplace. Three, out of the approximately twenty-three months, he had spent convalescing in the mountains of Peru under the care of his doctor; but meanwhile the other officers and crew members had been at sea, hunting whales; and when their ship's master was able to rejoin them, the work resumed. A considerable part of this last period was spent amongst the Galapagos Islands, after which they returned to Paita for necessary supplies and left for home with a complete cargo. Thrifty Yankee investors never forgot the practical purposes of a trip. In fact, under the usual hiring arrangements, everybody on board had a financial interest in any gains. Captain Gardner emphasized his good fortune thus (while neglecting to mention that his own body had been crippled for life!): "...procured a full cargo of sperm oil, - 1450 bbls., and returned my whole ship's company in

health." Elsewhere in the report he does admit that he felt much debilitated; and like many, many seamen of that era he dreaded the trip around Cape Horn which now faced them. Too many tales were repeated of the shipwreck and the horrors of wind and sleet in those parts, for superstition to be easily quieted. But for once the end of a trip was more serene than the start, and after an easy passage through the dangerous waters at the tip of South America, three more months of smooth sailing brought them in sight of the familiar waterfront at New Bedford.

Shortly after Edmund Gardner's homecoming, a shocking blow befell his young family. All his children died within three months, two by whooping cough, a third from fever. His wife and he were greatly depressed, and he could no longer deny that he had become the victim of what he named "ill feelings caused by my weak state." As they faced their sorrow and Edmund's anxiety about earning a living at some new calling, it was harder to nourish his hope. "It drew a cloud over our feelings and our house seemed desolate..." "Twas a severe dispensation but could do nothing but put our trust in Providence, where our whole support and strength lay." Calling upon other strength than the merely physical, he got together a small class in navigation and lunar observations. Earnings were minimal but later he could proudly say, "I had twenty-five who attended school; twenty-four of them subsequently commanded, and but for one mistake the other would."

Like most of the courageous men who became commanders of the early whaling ships, Edmund Gardner was strong-willed, wise and modest. Even with reference to the whale's attack which crippled him, he later put down in writing an admission that possibly he had been overproud. "So vain was I, supposing no man could do more than myself, and many could not do so much, relying too much on my own strength." Unlike Melville's Captain Ahab in *Moby Dick*, he did not blame the leviathan of the sea but added up his many blessings, and then went on.

Pier A's Fate Still Unkown (but you can help)



Pier A's firehouse and memorial clock tower which strikes time in ship's bells. The tower was given by Daniel Reid, a founder of U.S. Steel as a memorial to the men who lost their lives at sea during World War I. Only two other clock towers in America strike their time in ship's bells.

Since a number of our readers have inquired about the status of Battery Park's Pier A with its accompanying 19th century building and its memorial clock tower, we recently contacted Susan Jones, executive director of the New York Landmarks Conservancy and asked to be brought up to date.

Efforts to preserve the pier and tower have been considerable and complicated; and as we understand it, a softening in the downtown "office" market has deferred the replacing of the pier with a new office building as originally planned by the Battery Park City Authority (BPCA), who originally leased the area from the City in 1969.

Thus a number of city agencies have expressed a willingness to renegotiate the lease provided that a re-use strategy acceptable to BPCA and the preservationists can be devised and implemented.

Since it would cost the BPCA an estimated five million dollars to relocate the marine fire company currently occupying the Pier A building, the Conservancy is directing its preservation efforts toward the fire company's continued use of the installation or the promotion of a re-use alternative.

As part of its effort, the Conservancy applied for Pier A inclusion in the National Register of Historic Places and this was approved by the Historic Trust in Washington, D.C. in June, 1975.

As many of our readers know, National Register recognition requires that any federal action concerning an historic property be reviewed by the federal agency responsible with regard to any possible adverse effects upon the historic property.

Thus, the U.S. Corps of Engineers will re-evaluate its previous issuance of a "dredge and fill" permit to the Battery

Park City Authority. However, even if the Corps' review concludes that the permit should be rescinded, the BPCA may still destroy Pier A as originally planned although it cannot fill-in the area for further development.

NEXT STEP

According to Miss Jones, the New York Landmarks Preservation Commission has scheduled a public hearing for Pier A in which city landmark designation of Pier A will be considered along with the Statue of Liberty and Ellis Island on January 27, 1976.

In that the landmark designation would regulate any physical alterations to the structure as well as prevent the demolition of the building, a favorable decision is crucial to the "life" of Pier A.

Prior to the public hearing, the Conservancy is encouraging public support for the Pier's landmark designation.

YOU CAN HELP

Therefore, if you would like to see this 19th century pier and firehouse with its

WWI maritime memorial tower remain a part of New York City's living history, take a moment and write or phone the Conservancy stating your support. Even a postcard will do; and your statement may be as simple as "I support the designation of Pier A as a New York City landmark," plus your name and address.

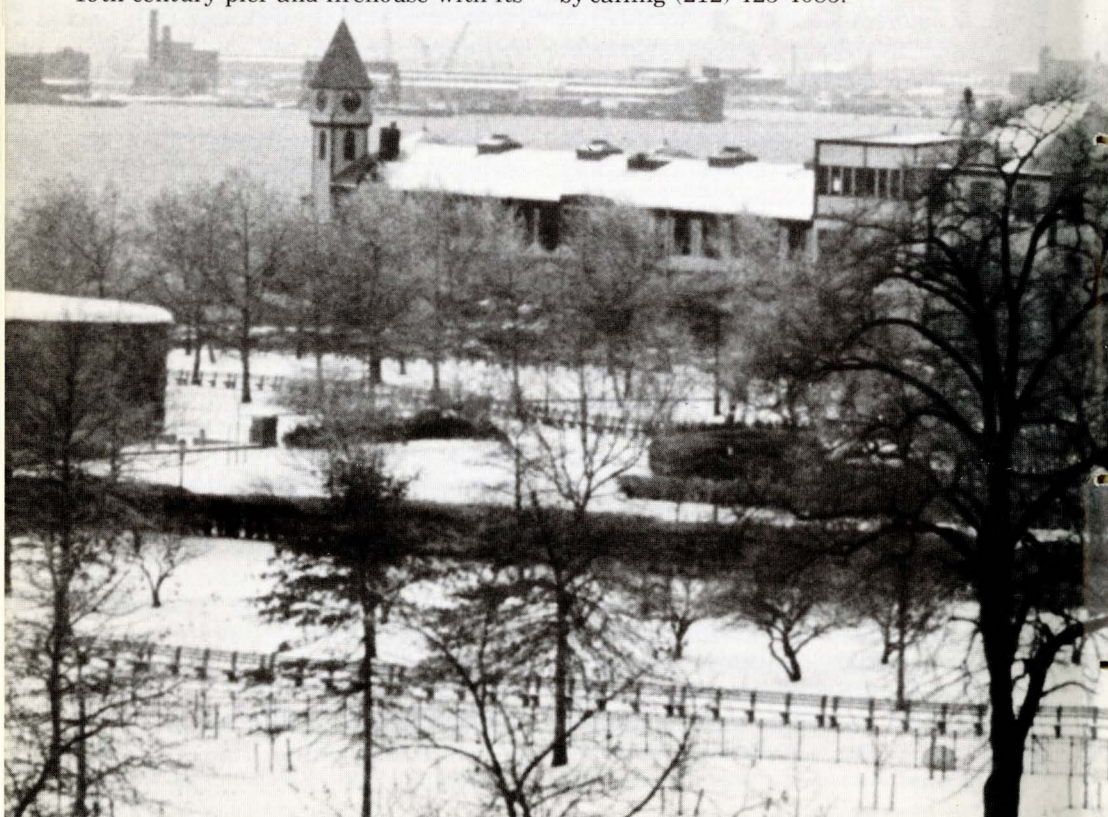
All public approbations will be delivered by the Conservancy to the Landmarks Preservation Commission on the day of the public hearing, January 27, 1976.

Your efforts could well help keep alive a visible part of the American heritage of which we are all so unusually aware and proud in this, our Bicentennial year.

Written support may be sent to . . .

Susan Jones, *executive director*
New York Landmarks Conservancy
17 Battery Place
New York, New York 10004

or telephone support may be given by calling (212) 425-4085.



Pier A as seen from the Institute on a Winter's Day.



A Christmas Shopping Note

If you are a volunteer, a business person, or occasional visitor to the Institute and haven't started your Christmas Shopping, do we have news for you! Starting just prior to Thanksgiving, our Women's Council will open a Christmas shop filled with some of the most unique gifts to be found.

Prize winning knitted goods, fine ship models, authentic nautical crafts and choice antique items plus quality framed prints are but a few of the hundreds of items to be offered.

So whether you're looking for that special client gift or a unique stocking stuffer, come on down. We think you'll find just what you're looking for and, besides, it will be good to see you.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Act of August 12, 1970: Section 3685, Title 39, United States Code)

1. Title of publication: THE LOOKOUT; 2. Date of filing: September 4, 1975; 3. Frequency of issue: Monthly with the exception of February-March, July-August, when bi-monthly (Ten issues per year); 3A. Annual subscription price: \$5.00; 4. Location of known office of publication: 15 State Street, New York, N.Y. 10004; 5. Location of the headquarters or general business offices of the publishers: 15 State Street, N.Y., N.Y. 10004.

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8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities: None.

9. For optional completion by publishers mailing at the regular rates (Section 132.121, Postal Service Manual) 39 U.S.C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates."

In accordance with the provisions of this statute, I hereby request permission to mail the publication named in item 1 at the reduced postage rates presently authorized by 39 U.S.C. 3626.

10. For completion by nonprofit organization authorized to mail at special rates: The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes have not changed during preceding 12 months.

11. Extent and nature of circulation:

	Average no. copies each issue during preceding 12 months.	Actual number of copies of single issues published nearest to filing date.
A. Total no. copies printed (net press run).	5207	5000
B. Paid circulation		
1. Sales through dealers and carriers, street vendors and counter sales.	NONE	NONE
2. Mail subscriptions	4796	4503
C. Total paid circulation	4796	4503
D. Free distribution by mail, carrier or other means samples, complimentary, and other free copies.	117	112
E. Total distribution (sum of C and D).	4913	4615
1. Office use, left-over, unaccounted, spoiled after printing.	294	385
2. Returns from news agents	NONE	NONE
F. Copies not distributed.	NONE	NONE
G. Total (sum of E and F—should equal net press run shown in A).	5207	5000

I certify that the statements made by me above are correct and complete.

CARLYLE WINDLEY
Editor



Thanksgiving Prayers

IT IS revealing—and relaxing—to capture the feelings and reflections of children who haven't been exposed to the confusion of what we call World Affairs. One Thanksgiving teacher asked her class to tell her what they, individually, would thank God for in their Thanksgiving prayer. After receiving all their replies the teacher made the following composite into one prayer:

"We bow our heads and thank Thee—
— for the sound of laughter,
— for colored leaves that swirl and fall in the autumn,
— for the smell of chocolate cake in the oven,
— for big, red garden tomatoes,
— for my playful kitten that gets tangled up in pink yarn,
— for erasers that make mistakes disappear,
— for the feel of wet grass on my bare feet,
— for the good taste of hot cherry pie,
— for my warm, soft bed,
— for my sister's smile on Christmas morning,
— for the boats and sea gulls on the wallpaper that carry
me across the sea when I look, at them,
— for the shade of the maple trees in our yard,
— for windows that let me watch the world go by, and
— for God's care."

Fred B. Palmer, Pomona, California

Happy Thanksgiving