

The LOOKOUT

August 1983

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Editor's Note:

From Secretary Dole's first comprehensive statement on Federal maritime policy to Sid Moody's colorful description of the Port of New York/New Jersey, this issue examines problems and opportunities facing the maritime industry.

Included are the difficulties of stranded seafarers aboard rogue ships, seamen unemployment in time of sustained recession and the capability of the US merchant fleet to serve as the fourth arm of defense.

But as Mr. Moody's article emphasizes, shipping is truly international. We only add, that the economic health of all nations is increasingly interdependent. It is against this scenario that the Institute's 149th Annual Report examines its present work and looks to the future.

Certainly everyone in the maritime industry is leaner from the experience of the last ten years. Hopefully wiser and more realistic, too. At present, there is reason for guarded optimism as the world cautiously moves out of recession and international trade begins to grow. This should mean that by 1984 more ships and seamen will be on the seas again.



Carlyle Windley
Editor

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Editor's Note:

The following article by Sid Moody was written in 1982. A few of the statistics have changed by a percentage point or two; and a few of the facts have too—i.e. Mayor Koch has shelved the plan for a coalport on Staten Island.

But the saga of the Port as described by Mr. Moody brings to the reader all the excitement and reality of today's world of shipping. It also clearly shows how the work of the port touches the life of every American.

Our appreciation to the Associated Press for permission to reprint the article in its entirety. ■

A Port Without Peers

Henry Hudson, the explorer, opened his namesake-to-be to world trade when he swapped some shipboard gewgaws with the Indians for fresh oysters.

Since that time, 1609, it is said that one-third of anything that ever arrived in America landed in New York. That includes the animate: Lord Cornwallis and Andrew Carnegie and your immigrant grandparents and the khapra beetle, a stowaway from India. And the inanimate: Italian cooking and Saudi oil and Barbados rum and Hong Kong jeans and four-wheeled Japanese beetles and Columbian coffee.

Same for exports: one-third. Only last year, mainly because of wheat, did New Orleans break New York's monopoly as the nation's premier seaport.

The harbor is an artery, a coronary artery, through which a consuming nation consumes and a selling nation sells. It's hard to imagine an American life its trade does not touch. Seventy-five percent of imported oil lands here at 34 terminals, for instance.

"America is an island," says John Farrell, Jr., a stevedoring executive. "If we had no foreign trade, half our corporations would have to cut back. We're totally dependent on many imports."

Conversely, ships sail from here to 373 foreign ports, from Aarhus, Denmark, to, of course, Zanzibar.



The Barber Priam discharging cargo in Kobe, Japan.

One such ship is *Barber Praitm*, a 750-foot warehouse-garage with a highway ramp hanging off the stern. She's called a "ro-ro," a kindergarten designation meaning cargo rolls on and rolls off the ramp by truck. She is a liner, meaning she sails to a schedule, circling the globe every 91 days ro-roing at Jeddah, Bandar Shahpour, Singapore, Kaohsiung, Kobe, Los Angeles and 23 other ports.

She's owned by Norwegians, Swedes and Britons. Koreans built her. Americans arrange for her freight. Englishmen sail her. International trade is just that: international.

She has two elevators so Capt. Ralph Moore can get to a bridge high enough to see over all the boxes; a swimming pool; printed dinner menus; a bar-lounge and separate cabins for each of 29 crewmen and a woman cadet. *Barber Praitm* is the last \$70 million word in box carriers.

Yet the harbor she is sailing into is an artery clogged by neglect, mismanagement, labor strife, crime and blithering government vagaries. The first view is decay. Piers rot. Railroads are in wheelchairs. Abandoned lighters molder on Staten Island mudbanks, homes for ee-

The romance is gone. Once a blind man could tell where he was by warehouse smells—jute, coffee, cinnamon. Now deodorized bankers write megabuck loans where tattooers used to ink your biceps with a vermilion "Mom." New York Nautical is one of only two places where you can get a sextant fixed.

America's merchant marine rusts apac. Thirty years ago it was No. 1. Today it's 11th with but 2.5 percent of the world's tonnage.

Yet, vital signs remain. A revolution helped. It came in a box.



The box, or container, was the brainchild of a trucker, Malcom McLean, who was inspired 26 years ago to carry truck trailers on the unused decks of tankers. Some thought him mad. He reasoned: lift off the box, put it back on wheels and drive it away.

The box turned tidal marsh in Elizabeth and Newark, NJ, into the biggest containerport in the world with 75 percent of New York's commerce. Manhattan, with outmoded piers and no room for 5,000 trucks a day, died.

Staten Island, however, with the Howland Hook Containport on the North Shore leaped right into the flow of international commerce. Howland Hook, a 187-acre complex, processed 180,000 containers over the past two years. And, with expansion in sight, expects to more than double that figure by 1990.

Since a containership can be unloaded in hours instead of weeks, there are 9,000 longshoremen where once there were 35,000. They don't pilfer because you can't stuff a truck trailer in your pocket. No one has time to go ashore and fall into sin anymore. So a waterfront skyscraper stands where the Bean and Pot saloon used to dispense a schooner of beer and a shot for 15 cents.

Computers track where in the world millions of boxes are. Specialists drum up cargo so boxes don't sail half empty. Packers shoehorn in the odd lots neat as a lawyer's briefcase. Companies do nothing but fix broken boxes. There are refrigerated boxes for New Zealand meat, tank boxes for Scotch scotch.

No one thinks McLean is mad anymore.

Witness *Barber Priam's* containers: a box of artificial kidneys from Miami for Jeddah; a generator from Pittsfield, Mass., with a cooling pump from Salem, Ohio, for Dubai; a 90-m.p.h. speedboat from Florida for some sheik's son in Bahrain; a box of frozen chicken slaughtered by Moslem rites for Saudi Arabia.

This all occurs in a time warp of the ancient: basics of marine insurance date to the Phoenicians . . . the "perils" insurance clause is almost verbatim as written in 1613 . . .

And the modern: Coast Guardsmen regularly check down Manhattan manholes for suspected oil leaks . . . high in a downtown skyscraper, Craig Cleveland, 30, monitors ship movement by radio for maritime interests and bangs out a novel on the Sixties during lulls. A colleague used night shift calms to practice changing his operatic other life from tenor to baritone . . .

And some of both: Capt. Bill Lascelle swings aboard *Barber Priam*—as Sandy Hook pilots have been doing since 1694—in sport jacket and tie.

"You can carry a handkerchief from Tokyo to New York for three cents," he says. "How can you beat that?" Indeed. But it takes a cast of 154,000 workers in this port alone to make it happen.

Take Lascelle's pilots. They put in a 15-year apprenticeship at the end of which they have to draw the harbor from memory down to the width of bands on lighthouses, have to know that safe water is when you can see daylight a third of the way down between two stacks in Perth Amboy, have to keep their heads when all about them . . .

"New York harbor traffic," says Lascelle, "is like the city. A little aggressive."

Take the buoy at the right-angle turn at Bergen Point in Bayonne, trickiest spot in the harbor, that is constantly being bonged by errant mariners. That brings out the Coast Guard buoy tender *Red Beech*. (The service names its tenders after flora, and the crew of the *Pansy*, because of the name or in spite of it, used to be the toughest in the fleet.)



Night loading in Port Newark/Elizabeth.

"We also get disgruntled duck hunters who shoot out buoy lights," notes Lt. Bob Papp, *Red Beech's* skipper. "In Jamaica Bay kids even spray graffiti on 'em, like subways."

Bergen Point brings out two more actors, tugs, to help *Barber Priam* turn. "Give her the golden screwdriver, Mike," the docking pilot radios Mike Nassauer at the helm of the tug *Brian McAllister*. Nassauer, who loves tugs—who doesn't?—shoves his polished brass throttle and *Brian* shakes like a wet dog.

Some actors have left the scene. Forty percent of the port's commerce used to ride the rails 25 years ago, only 5 percent today. Boxes come and go on trucks. So no more railcar lighters. Containerships carry five times what standard freighters do. So fewer dockings. And fewer tugs. Nassauer can't even console himself with a pause for a waterfront beer. The city complains tugs knock down their piers. "Cops even give us tickets for tying up." Well, almost everyone loves tugs.

Safely around Bergen Point, *Barber Priam* moves up the channel toward the docks, warehouses, truck parks, railheads and airport that is the sprawl of Port Jersey, a sixth the size of Manhattan. The channel is another scene. Each year the Corps of Engineers dredges 10 million cubic yards of goo and an occasional Revolutionary cannon ball

from the harbor, enough for a wheelbarrow full for everyone in the metropolitan area. A Corps boat does nothing but pick up derelict piles, Mafia victims and orange crates from the harbor surface. It all adds up. Divers now can see four feet instead of nothing at the bottom of Arthur Kill.

Scarcely are *Barber Priam's* lines ashore than towering \$4 million cranes being hoisting her deck boxes. Trucks and forklifts burrow into her holds. She will be ro-roed in 18 hours and on her way to the Red Sea. Time is money. It costs \$15,000 a day to run a freighter, even at dockside. That's why extortion has never come easily to the waterfront. Time is money.

One hundred feet above the tumult is Tony Cace in the cab of his crane. Eighteen years a longshoreman, he could pass a 40-foot container through the eye of a needle and can unload in three minutes via box what a 21-man gang used to take a half-hour to do with cargo slings.

Cace can make more than \$30,000 a year. His predecessors, who played bit parts in the movie "On the Waterfront," worked for coolie wages, paid kickbacks to hiring bosses for the dubious pleasure of a job and were chewed up by loan sharks.

Union bosses are still going to jail—eight were convicted in 1979-80 but today "On the Waterfront II" would be an entirely

different movie. With a guaranteed annual wage of more than \$25,000, long shorepersons (there are now some ladies in the union) are among the highest paid blue collar workers in the country. So who needs to pay off the hiring boss or troll for loan sharks?

Fat labor settlements, hiring reforms by the bistate Water Commission and direful forecasts of paralysis brought automation to the port.

Tony Cace protests that "these machines take jobs," even though it enabled him to move from a flat in Hoboken to a home in suburbia.

Meanwhile a chorus of salesmen stream up *Barber Priam's* gangway along with evangelists looking for instant converts to give free Bibles to, hyphenated ethnics asking former countrymen to a down home goat roast and representatives of the Seamen's Church Institue checking on crew complaints, arranging phone calls or inviting seamer to a pickup soccer match.

Fast turnarounds are the day and nightmares of one such salesman, Barnet Liss. He is a ship chandler. His Atlantic Steamer Supply warehouse in Hoboken can supply on a moment's notice at dockside paper clips, pillows, tea kettles, man overboard lights, medicines, lifeboat oars, hotel can openers, 1,500 kinds of plumbing fixtures, ketchup, arm-long nonmagnetic wrenches that don't make sparks (for tankers), flags, boiler thermometers, Teflon gaskets sheets at \$1,000 per, rope by the mile, bolts by the centimeter and how much else?

"I have no idea," shrugs Barnet Liss. "You just have to be ready when the ship needs you. There are no hours. Ship chandlery is like a narcotic. Either you give it up in a month, or you're hooked."

US Immigration has already checked a master list of the world's sailors to determine there are no bomb throwers or drug smugglers aboard *Barber Priam*. Customs begins the staggering task of assigning duty to the cargo which can run up to 30,000 individual shipments. Are those Hong Kong jeans ornamented (dutable at 32.7 percent) or regulars (2 percent)? Customs has a 811-page tariff schedule as well as 66 specialists in New York to help decide.

The official word on jeans is that if you remove the thread or spangles and the garment remains intact as a garment, it's ornamented. Next case.

Customs also sniffs out narcotics with a trained eye and trained dogs. A first-time importer with a tiny shop brought in a whole container of espresso machines. Customs decided to take a peek: 115 pounds of heroin. A dog went wild over a leaking Mercedes: 44 pounds of hashish oil, the extract of 1 million pounds of marijuana, dripping from a cavity in the frame.

The inspectors of the US Department of Agriculture are checking sausage casings for no-nos, hides for hoof and mouth contamination, crates of brass housewares from India for burrows of the khapra beetle which could eat its way even through America's stored grain in a twinkling if it got the chance. Mud caked tires and tank treads are steam washed to kill any nematodes such as the ones which migrated—half of America's destructive pests are immigrants—to America to strike it rich in Long Island's potato fields.

Bringing in a parrot from Dominica? See Fish and Wildlife. Rover's home after a tour with the master at the embassy in Paris? See Public Health.

Warehouses bulge with every imaginable cargo: bird seed from Niger, aquarium tank pumps from South Korea, dog chain from the same place, coat racks from Taiwan, five commodes from Brazil, duty \$140. To a chorus of engine roars, shouts, whistles, clanks and against a background of a paper blizzard, everything gets sorted out and on its way customarily within eight days.

That it works is, alone, a daily miracle. That it survives despite the perils and pitfalls of the shipping industry is another.

A case in point is the building at 17 Battery Place, the mecca of New York shipping interests.

At 17 Battery you can find people to tote your barges or lift your bales. There are coastwise shippers and deep water shippers. Tuggers and tuggees. Charterers and owners of their own ships.

Management and unions. They derive a living from the water, usually salt, but apart from that the shipping industry is a many-splintered thing marching to many different drummers.



Piers in Port Elizabeth, N.J.

Unions that have won six-figure wage scales for six months' work for American sea captains are only a few doors down from ship owners who sail under foreign flags to shave crew costs.

"I have no problems with seafarers earning a good living," says the Rev. James Whittemore, head of the Seamen's Church Institute, who champions sailors' rights while acknowledging economics. "It's a difficult life. But union wages are so high, it's made it difficult for American flag ships to compete.

"Our merchant marine is in very critical shape. The government lacks a coherent policy, and there's the inability of the industry to put aside its own areas of self-interest to agree as a group what the policy ought to be."

But then America's waterfront has not been the same since Horace Greeley said "Go West" and most everyone did to farm or mine or lumber or make movies, leaving the nation's maritime heritage behind them.

The Port of New York/New Jersey has also had its periods of drift and bad helmsmanship. The US lines sunk \$8 million into new piers on the Hudson River just as the container era dawned. Instantly outmoded, they have never been used. The Port Authority did have the foresight to buy the Jersey tidal flats in time for McLeanomics.

New York was about to wash its hands of its waterfront holdings when Ed Koch, perhaps with visions of the Bicentennial Operation Sail scudding in his head, decided to pay belated attention to the port that made his city possible.

He wants to put in a coal terminal on Staten Island's East Shore, even if the environmentalists don't. The coalport plan was developed to help the city compete with ports like Baltimore and Hampton Roads, VA, which have been aggressively taking New York's commerce. That would require dredging shallow channels some 20 feet deeper. Even the lords of creation, the Army Engineers, have to get permission from the Environmental Protection Administration, Fish and Wildlife and other agencies for that one. It could take years.

That's how long it took Buzzy O'Keefe for permission to build one of the handful of restaurants New York has actually on its shoreline. That should tell you something about how much the harbor is taken for granted. There are probably 16 people in Jersey who know that the state has the largest container-port on Earth.

A Frenchman, looking at all the vacant waterfront in Jersey City and Bayonne, would like to build another Venice there. An Englishman would like to deepen the Erie Canal to 30 feet and use the rubble to build a massive polder below the Narrows for ships and nuclear power stations. Developers have always thought the harbor was something to build out into, lately for condominiums, like the Bay St. Landing development in the St. George-Tompkinsville area.

Henry Hudson might have thought, as he sat shucking his oysters on the quarterdeck of the *Half Moon* and surveying the harbor, what would become of it all.

They haven't decided yet. But don't forget: one-third of EVERYthing. ■

Renewal of US Maritime Strength A Key Goal of New Transportation Secretary

Aging highways, unprofitable airlines, subsidized railroads coupled with militant special interest groups are among the many complex problems faced by President Reagan's recently appointed Secretary for Transportation, Elizabeth Hanford Dole.

Recently honored at the Maritime Friends of the Seamen's Church Institute's 7th Annual Dinner, Secretary Dole also confronted the problems besetting the maritime industry, pledging a vigorous program to restore US maritime power.

"For Americans," Dole argues, "a fundamental truth is that our welfare as a nation — like other lands — is linked to world trade and riveted by merchant shipping.

"Why is the American merchant marine an endangered species?" Secretary Dole asked. "Why has our active ocean-going US merchant fleet shrunk from nearly 1,100 ships in 1950 to fewer than 500 today? Why, during that period, has US flag carriage of our foreign trade dropped from 42 percent to less than 5 percent?"

Asking the tough questions may well be Dole's forte; an asset to a nation who is seeking strength, balance, and economy in its complex but vital transportation system.

But the questions also point to the frustrations which have plagued all DOT Secretaries since the Department's founding in 1966.

Lamenting the decline in the US merchant marine, Dole warned that change is the order of the day, including changes of the Federal maritime policy. "Today we are moving away from government regulation, interference and subsidy. The very future of the maritime industry, like the continued health of our ports, will depend on our ability to adapt to change, to seize new opportunities, and meet fresh competitive challenges.

"More than 30 years of subsidy and regulation have shown us that Federal interference is not the answer. The world's worst shipping slump in 50 years has exacerbated the problems and inherent weaknesses of the industry."

Yet Dole, a native of North Carolina and graduate of Duke and Harvard, offers hope — including the Reagan administration's commitment to restoring the US to its rightful position as a first-class maritime power.

First, as Dole views it, the US economy is on the mend. "With every percentage increase in the GNP the amount of cargo passing through the Port of New York and New Jersey will increase . . . the positive effects will be felt in port commerce as well as in the strengthening of the merchant marine."

The second reason for optimism is her own determination to correct Federal weaknesses. "Perpetuation of Federal policies which failed to prevent or correct our maritime deficiencies is one. Another is our failure to recognize sooner that billions of dollars of subsidies were not getting to the core of the problem.



As a memento of the evening the Maritime Friends' Dinner Chairman Niels W. Johnsen presented the organization's silvered Ship's Bell Award to Mrs. Dole as SCI Director, the Rev. James R. Whittemore led the applause.

Accolades for SCI

The Seamen's Church Institute earned high praise from Secretary of Transportation Dole during her recent speech to the Maritime Friends of SCI at their annual gala dinner held at the Ballroom of Windows on The World. Among her comments:

ON TRADITION

"I am deeply honored to stand before you tonight in these elegant surroundings, overlooking a harbor and a grand old lady whose light has extended a welcome to so many tired and homeless throughout our history as a nation of open arms. That same generous tradition is reflected in the work of the Seamen's Church Institute. For you have held out the beacon of friendship to seafarers everywhere, even while assuming a role of advocacy for the maritime industry. I share your dedication to the dignity and safety of seafarers everywhere."

ON A MARITIME NATION

"Like you, and your organization (the Maritime Friends-ed.) which befriends the Seamen's Church, I am very aware of a vital aspect of America which many outside this room often forget. That is, we are a great maritime nation, bounded on three sides by ocean and along much the fourth by great inland waterways."

ON THE CONDITION OF SEAMEN

"Because of the Seamen's Church, no seafarer has been 'a stranger within the gates' of this great port for nearly 150 years. Over the years, the refuge itself has never changed—even if the dangers have. In the early days you gave shelter from a violent waterfront. Later, you offered physical and spiritual renewal from the anguish of two world wars; today, you fulfill our modern need for cultural events, adults education and athletics. And of course you pay outstanding attention to continuing education in the skills of seamanship, without which the lure of ocean-going travel can be tarnished."

ON SAFETY-AT-SEA

"Safety-at-sea is not the great public issue it should be, and therein lies our continuing challenge in the years ahead. The Seamen's Church Institute is no newcomer to promoting such safety."

"We have not faced up to the competitive needs of bringing US flag crew sizes in line with our foreign-flag competition. Government and industry, management and labor; all have contributed in one way or another to the present shortcomings of the maritime industry."

Building a more competitive industry, however, will not be easy, the Secretary acknowledges. Operating costs must be reduced and shipbuilding productivity improved. And legislation changed.

Dole supports regulatory reform legislation to update the Shipping Act of 1916 and to provide needed clarification of antitrust immunity to liner operators. Regulatory reform should, Dole believes, be enacted sometime this year.

Also on her agenda is the Maritime Promotion bill to create jobs for seamen through a revived and expanded merchant fleet. The bill will stimulate private investment in the fleet through build-abroad authority, reduced taxes and relaxed rules on entrance into the preference trades and helping the industry attract capital. Streamlining of the operating subsidies will also be encouraged.

Another change impacting shipbuilding is increased spending on Defense, specifically fleet expansion, another major priority of the Reagan administration.

New ways to finance port development will also be explored — including speeding up Congressional approval. User fees, Dole argues, would assist the shift from Federal to industry financing similar to those used in other areas, such as the National Airspace and Interstate Highway systems.

Safety-at-sea also wins a high priority on the Dole agenda. "Safety-at-sea is not the great public issue it should be . . ." she argues, asserting that improvements in training and education are essential as are the continued efforts of the Coast Guard.

From the automated merchant vessel reporting system which re-directs ships to the aid of other ships, to buoy-tending and search and rescue, the Guard is absolutely vital to the rebirth of maritime commerce and transportation."

Rebirth may in fact be a basic theme of Secretary Dole's and the Reagan administration's program: improved safety-at-sea, improved performance by the merchant marine and shipbuilding capabilities, and improvements in the condition of the maritime industry.

But Dole faces, as does every DOT Secretary, severe problems, not least of which are special interest groups leading their version of reality and a sluggish Congress, coupled with sustained demand for efficiency and economy in the nation's transportation system.

Yet even the most cynical observers of the Washington scene acknowledge that with her depth of experience in government, Secretary Dole has a good chance of making good on her pledge for renewal of America's claim as a great maritime power — if she gets help and cooperation from the industry and a few more votes in Congress.



Secretary Dole and last year's award winner Charles I. Hiltzheimer, Chairman, President and CEO, Sea-Land Investment Industries, Inc.

ON EDUCATION

"Your 'Rules of the Road' training which is used by the maritime industry as well as Coast Guard personnel are outstanding examples of your commitment. I congratulate you on the tremendous service you have performed in assuming responsibility for our former MARAD East Coast Radar Facility and the expansion and upgrading of that operation that you have made possible."

ON VOLUNTEERISM

"In sum, the Seamen's Church Institute is already performing an invaluable service in proving every day that American ingenuity and strength rests with its citizens doing for themselves and for each other. That is the special bond that transforms a group of strangers into a crew of proficient sailors, and that is a part of the maritime legacy which I, for one, don't ever want to see replaced by the distant directives of a landlubber government."

SUBSTANCE ABUSE

"I'm more familiar with the havoc wreaked by alcoholism on the highways than I am at sea. But, according to the Seamen's Church, alcohol and other forms of drug abuse are the scourge of the sea, jeopardizing both the work life and personal life of the seafarer. If that is the case, it is something we should all accept as a challenge to be met with action."

THE SEA AND ITS HERITAGE

"As long as men have clung to the land, they have been drawn to the oceans that surround it. Perhaps that is because, as Joseph Conrad put it, 'The true peace of God begins at any spot a thousand miles from the nearest land.' We embrace the sea for the mirror it holds up to our culture, as well as the linkage it provides between cultures. We turn to it for strength and the invitation it holds out to the meditative. But it would be wrong to describe the sea in picturesque terms alone. It is a source of commerce as well as inspiration. It can be brutal as well as lovely. We realize this. And still we seek to renew our national claim as a great maritime power, commercially as well as militarily."

THE FUTURE

"Your support in the months ahead will be a source of both comfort and strength, as together, we get on with the business of transforming an industry older than the republic, yet now caught up on the same wave of deregulation and renewal that characterizes the rest of the economy. We know where it is we want to go. With your help, we will get there, safely and soon."

Seafarers' Services Division at the Heart of SCI Programs

In the richest city in the richest nation on earth, can seventeen hardworking, responsible men be left stranded, penniless and destitute? Yes, if they are merchant seamen serving aboard the tanker *Taxiarhis*, recently impounded by Federal officials.

Registered in Liberia, the 20-year-old *Taxiarhis* was owned by the Sybaeis Shipping Company, who reportedly owed more than \$200,000 in wages to officers and crewmen, including the 17 stranded seamen.

"These seamen are not derelicts or indigents. They are bright, hardworking men from India, Pakistan, Ghana, El Salvador and Sri Lanka. Several are family men seeking to make a decent living as seafarers," the Reverend Paul K. Chapman, SCI's director of the Center for Seafarers' Rights commented. "They have been victimized," he added.

The *Taxiarhis* incident, which was resolved in large measure by prompt action by the Institute's staff, underlines the capability of its Seafarers' Services Division in times of crisis. Not only does the Division respond quickly and professionally to such situations but it serves a genuine need in the New York/New Jersey port community.

"Abuses of trust are the exception, not the rule," Chapman commented. "Yet the severity and frequency of these incidents is increasing, as the world's economy faces severe problems.

"Our basic task is to provide ship-visiting services — day in and day out — throughout the port. This is an enormous task. There are over 5,000 ships entering the harbor each year. And an increasingly large portion of them have problems. An average might be 15 percent of the total."

As Chapman views it, some things haven't changed that much since the Institute was first founded in 1834. Seamen are still exploited by unscrupulous owners or captains. And shipboard facilities are too often substandard. Yet abandoned crews and arrested ships are only the more dramatic instances.

"The real problems — tension between officers and crew, poor leadership, substance abuse, racial, religious and language problems — are tougher to uncover," he explains. "Yet these problems can and do impair the morale of those aboard and operating efficiency of ships."

With a limited staff and budget, the results achieved by the Seafarers' Services Division are commendable: 2,244 US and foreign ships visited in New York; 2,933 in Port Elizabeth/Newark; nearly 70,000 books and magazines distributed portwide; 28,379 seamen from 55 nations entertained at the Seafarers' Club in New York and another 30,000 in Port Newark.



Members of the *Taxiarhis* crew enjoying a rare hot meal when the Ship Visitors brought them to the Institute.

A Student Volunteer's View



Jay Esty

What does SCI's Seafarers' Services Division look like to an outsider? "It's revealing how poor conditions aboard some ships are." John Cushing Esty, a nineteen-year-old volunteer comments. "The crews of some ships—including cruise ships—are putting in 14-hour days at minimal wages." Esty who will attend Amherst this fall, sees the unemployment among seamen as a tragedy. "How will we keep their skills alive?" he asks. "There is loneliness, diminished self-esteem, frustration and substance abuse."

Esty, who worked at SCI as part of a senior alternative studies program from Deerfield Academy, sees Seafarers' Services as extremely helpful. "The crews and the officers oftentimes need a bridge by which to communicate and SCI helps provide it. We can act. And even when we can't act we can give them moral support, listen and counsel." Admitting that the hours are long, Esty describes his assignment as fascinating. "We need more volunteers. And more ship visitors. Too few understand how rewarding and vital the shipvisiting program is." Would Esty advise a seafaring career? "I'd have to give that some hard thought. If I did, I would try to change a lot of things. I wouldn't always be popular."

As explained by Chaplain William M. Haynsworth, director of SCI Pastoral and Social Services, "The heart of our operation remains seafarers' services. It's our primary reason for existing. Moreover, the computer, the satellite and the electronic aids have in many cases compounded the human problems of seafarers and officers.

"In addition, unemployment is a critical problem among seafarers. In the US, skilled seamen are idle for protracted periods. This is a human, individual tragedy. But it also represents a loss for the industry of skilled, experienced professionals," he notes.

The global recession, coupled with the pervasive contraction in world trade — and the international oil glut — has had a devastating impact on international shipping.

"The current depression in the maritime industry is international in scope. The effects of the worldwide slump have been most painfully experienced by some of the world's larger fleets — the Greeks for example."

Working with SCI's director, the Reverend James. R. Whittemore, the Division is alert to many of the problems of seafarers facing unemployment. It is also active in searching for practical remedies including changes in the filing of unemployment insurance, advocating against protectionism, and educating third world seamen about their rights.

In fact, despite the problems, SCI's Seafarers' Services is getting results. As in the case of the *Taxiarhis*, the Institute is able to intervene quietly and effectively and able to work knowledgeable with maritime business, labor and government agencies.

The Institute's Seafarers' Rights project also builds awareness among seafarers internationally both of their rights and of their responsibilities. This helps thousands of seamen as well as admiralty lawyers, labor leaders and businessmen to define the problems and develop meaningful solutions.

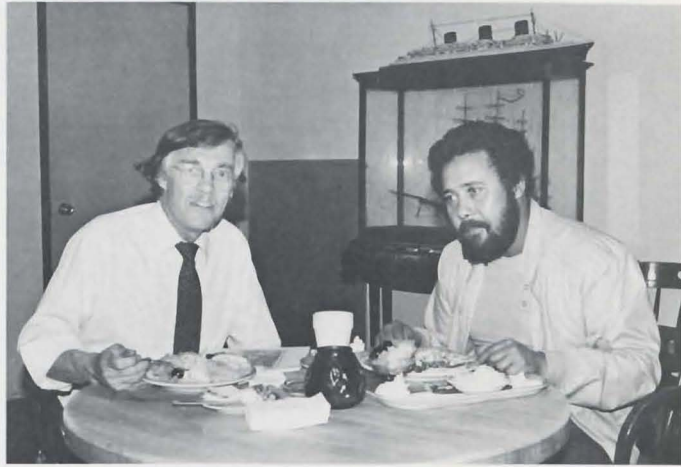
"The program is an effective, direct and meaningful contribution to the welfare of seamen and to maintaining the good reputation of the industry," Chapman argues. "We can't solve every problem but we can and do help."

"Our mission means a special responsibility to seafarers. Not simply ship-visiting and pastoral counseling and the food and lodging, but a total program of services including prompt redress of legitimate grievances," Reverend Whittemore commented.

As Frs. Whittemore, Haynsworth and Chapman see it, the Institute continues to pioneer in seafarers' services to a problem-ridden constituency in need of help. The Institute can and does serve where maritime labor, business and government agencies are less able to do so.



A seafarer discusses his situation with Chaplain Haynesworth.



*Rev. Chapman (left) discusses next step for the *Taxiarhis* crew with A.B. Seaman Peter Kuiver of Ghana.*

at The Institute

The Works of Joseph Conrad: Set Number 80

As any booklover knows, a truly good book is far more than just the quality of the author's manuscript. The book's graphic design, typeface, paper, printing and binding all work in concert both to enhance the contents and produce an aesthetically pleasing whole. Such carefully crafted books are not easily produced and they are not inexpensive, but such issues are commonly of lasting value to libraries, collectors and investors.

Fortunately, the Johnson Reprint Corporation, a subsidiary of the publishers Harcourt Brace Jovanovich, produces such fine editions. They specialize in Limited Edition Facsimiles of rare books.

In response to a request by Bonnie Golightly, librarian for the Institute's Joseph Conrad Library, the Johnson Reprint Corporation via their executive vice president, Anne Papantonio recently presented to the Conrad Library a facsimile edition of Joseph Conrad's complete works.

This 20 volume edition took four years to complete and is a facsimile of an edition originally published in 1921 which was vetted by the author himself.

The Heinemann Edition

In 1921, William Heinemann of London, published the works of Joseph Conrad in a limited edition of 780 copies, of which 750 were for sale. Conrad read and corrected galleys for this commemorative edition and wrote new prefaces for many of the novels and collections of stories. He intended it to be the authoritative publication of his life's work, and it has not, to this day, been superseded. Oversubscribed at publication, the edition has been largely unavailable for many years.



Frank Huntington, Director of Education, Ms. Anne Papantonio and librarian Bonnie Golightly.

The Johnson Reprint Edition

The Johnson Reprint edition, like the Heinemann, is limited to 780 sets with 750 numbered for sale. Its pages are made of 100 percent rag paper, mould made, and each page carries a "Conrad 1980" watermark. The typeface is set in the same as the original. Each of the 20 volumes is octavo, full-bound in dark-blue Nigerian goatskin with raised bands, gilt top edge with gold stamping on the spine.

The work is not a part of a larger series of books and will never be printed and bound again; the plates were destroyed upon completion of printing.

Of the 30 sets given away, the only other library to receive a set was the New York Public Library. The Institute set is number 80.

Persons interested in this or other work by Johnson Reprint may write Ms. Papantonio at Johnson Reprint Corporation, 111 Fifth Avenue, New York, NY 10003. Telephone: 212/741-6800.



During their first official visit to New York and Washington D. C., the Officers of the Union of Greek Shipowners (above) toured the Institute's educational facilities with SCI's director of education, Frank Huntington (3rd from left) prior to attending an Institute reception introducing them to members of the New York/New Jersey maritime community.



The Sanctuary of the Institute's Chapel of Our Saviour for seamen following the ecumenical Memorial Service for the crew of the *Mar Electric*. During the service, a candle burned for each of the 31 mariners who perished at sea the coast of Virginia on February 12th, 1983.

SEAMEN'S CHURCH INSTITUTE

of New York and New Jersey

149th ANNUAL REPORT/1982

Purpose

From its earliest days as a floating chapel to its present operations as the world's largest, most comprehensive center for merchant seafarers, the Seamen's Church Institute of New York and New Jersey has recognized that international trade is essential to the welfare of the global community and that merchant shipping is a vital element of that enterprise.

Thus, the Institute dedicates its work to the safety, well-being, dignity and professional competence of seafarers and those who work in international transportation and commerce, and affirms its obligation to strengthen through its program the essential link between religious and secular values within society.

The Institute operates 24 hours a day throughout the year and from its headquarters in Lower Manhattan and its seafarers' center in Port Newark/Elizabeth, NJ reaches the some 200,000 men and women who annually make port in Northern New Jersey, Brooklyn, Staten Island and Manhattan.

Its diversified services include an ecumenical port ministry, ship visitors, a seafarers' assistance network and center for seafarers' rights, opportunities for maritime education for both seafarers and shorebased marine personnel, personal and career counseling, lodging, dining and recreational facilities, cultural programs and community conferencing facilities.

An ecumenical agency of the Episcopal Church, the Institute has traditionally served active merchant mariners of all faiths and nations. Although 78% of its current operating budget is earned from revenue producing sources, it depends on grants, corporate and personal contributions to ensure its essential services and programs. All gifts are tax-deductible as allowed by law.

BOARD OF MANAGERS

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- ***Anthony J. Tozzoli
- Chee Chen Tung
- Anna Glen Vietor
- *Franklin E. Vilas
- Shannon Wall
- William E. Whiting
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- **John G. Winslow
- Clifford R. Wise
- George S. Zacharow
- *Rev. James R. Whittemore, *Director*
- *Clerical Vice-President
- **Honorary Member
- ***Ex-Officio Member



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

Newly elected to the Board of Managers of the Seamen's Church Institute in 1982 were:

The Rev. Carl E. Flemister, Executive Minister
American Baptist Churches of Metropolitan NY

Walter C. Mink, Jr., President
Mobil Shipping & Transportation Co.

Ex-officio:

Vice Adm. Wayne E. Caldwell, Commander
Atlantic Area & Third Coast Guard District
United States Coast Guard

Linda W. Seale, Esq., Commissioner
NYC Dept. of Ports & Terminals

Anthony J. Tozzoli, Director/Port Department
Port Authority of NY & NJ

The 1982 Annual Report of The Director to the Board of Managers of the Seamen's Church Institute of New York and New Jersey

I am delighted to be here and to offer the 149th annual report as Director of the Seamen's Church Institute.

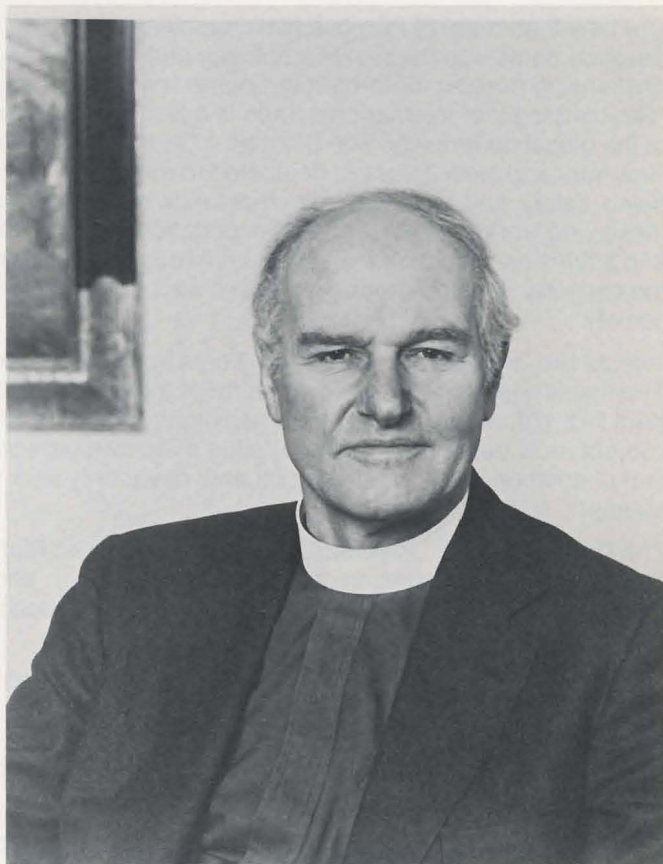
At the outset I can say that the past year has been a good one for us. With your assistance and that of our President, Tony Marshall and your Executive Committee, we are continuing to move toward a solid, sound economic footing both in terms of efficiency of operations, and in use of our total assets and private sector support. The quality of our programs and services remains high as does our planning capabilities for an even stronger future for the Institute.

Despite the acute world economic recession and fixed higher operating costs, the Institute has proven its ability — as it has throughout its history — to hold its own, and also to attract significant support from the maritime industry, the business community, foundations and individual donors. This is important, for I believe it is rooted in the high degree of integrity and credibility of our mission, of service to seafarers, our professional staff competence and our continued relevance to today's world.

Perhaps the most important accomplishment of 1982 was the fashioning of a new statement of purpose. We really needed one.

Our outdated act of incorporation states that "the objects (of SCI) . . . are to provide . . . floating and other churches for seamen in the city and port of New York . . . in which churches, the seats shall be free; and to provide suitable clergymen, to act as missionaries in the said churches."

We have come a long way from those days — when a seaman's lot was so bad that the best we could do was to preach to him about the hope of a better life in the world to come.



*Fr. James R. Whittemore
Institute Director*

Our new Statement of Purpose (which took months to develop) deals with the realities of today and affords us a challenging mission for tomorrow. Let me read it to you again. "Recognizing that international trade is essential to the welfare of the global community, The Seamen's Church Institute of New York and New Jersey is dedicated to the dignity, well-being, safety, and professional competence of seafarers and those who work in international transportation and commerce, and affirms its obligation to strengthen through its programs the essential link between religious and secular values within society."

I would like to elaborate on two key words in the statement. The first is dignity — the inherent worth of a person. Immanuel Kant lifts high the standards of human dignity when he writes "So act as to treat humanity, whether in thine own person or in that of another, in every case as an end, never only as a means."

The United Nations' Universal Declaration of Human Rights affirms that the "recognition of the inherent dignity . . . and the rights of all members of the human family is the foundation of freedom, justice and peace in the world."

Pope John XXIII in his famous encyclical *Pacem in Terris* endorsed the UN declaration when he wrote, "In it, in the most solemn form, the dignity of the human person is acknowledged in all men. And as a consequence there is proclaimed . . . the right to a dignified life . . ."

A strong word — dignity — one that is linked to the *Imago Dei*, the image of God — to our biblical heritage and to our long history as an Institute.

Both the word and the concept of dignity undergirds our Seafarers' Rights Center. Through it, a worldwide network of concern and action is being forged composed of ecumenical church leaders of seafarer's agencies, union officers, ship-owners' associations, and governments. In these difficult times when jobs are so scarce and the temptation for economic exploitation is so rampant, it is our task, as I see it, to hold up the banner of the essential dignity and worth of those who go down to the sea in ships and invite others to join in common cause with us.

The second word is safety. Another ship went down this past weekend off the Virginia coast. It was an old American ship — the *Marine Electric* — and it capsized at the cost of at least 31 lives with only 3 survivors. Little does the public realize that almost 500 ships sink every year and that seafaring is perhaps the most dangerous of all professions and three times more hazardous than working in mines.

We don't know the reasons yet for the sinking of the *Marine Electric*, but we do know that over 80% of the accidents at sea are caused by human error. Here at the Institute we are committed to lowering that statistic and devote a substantial portion of our resources to the safety of ships through the professional training of seafarers.

1982 may well be the year we move from being a good cram school for Coast Guard licensing examinations to becoming a significant factor in the real upgrading of men and women in the skills necessary for the safe passage of ships.

Working with Leith Nautical College in Edinburgh, Scotland, we have developed a special series of courses which include the safe cleaning of empty tanks on tankers and the upgrading of terminal safety procedures. We have become a primary training center for personnel of the United States Coast Guard in the Nautical Rules of the Road. Most importantly, the transfer of the Maritime Administration's radar training facility and simulator to the Institute has allowed us to strengthen existing courses and to plan new ones. Through a seed grant from the Life Saving Benevolent Association of New York, we are now building a simulated mini-bridge. Later this year we will offer bridge-team training utilizing the most sophisticated radar avoidance systems.

Our advocacy and programs focused on the dignity and safety of seafarers have received sustained attention in the national and local media, bringing new levels of recognition to the Institute, its services, and its professional staff — not only from the public but, more importantly, from our maritime colleagues in business, government and labor.

This is an extraordinary organization of which we are all privileged to be a part. I do not know of any organization in the maritime world with this dual commitment in thought and action to dignity and safety.

Perhaps, it is because in some measure, we have caught a glimpse of the *Imago Dei* in the face of seafarers upon whom international trade and commerce is so dependent. I like to think that this is true, not only of our predecessors, but of ourselves and of our successors on the Board of Managers. If so, we can approach our 150th anniversary with a sense of accomplishment; and we can look to the future in confidence, knowing that the watchful hand of God will continue to guide and sustain us.

James R. Whittemore

The Rev. James R. Whittemore,
Director

February 16, 1983

**The Seamen's Church Institute
of New York and New Jersey
gratefully acknowledges
the special gifts, memorials and bequests
received in 1982
honoring the following persons:**

MEMORIALS 1982

Ray Aarestrup
Albert Ageno
Joseph Albright
Howard Bethell
Clement W. Booth
Capt. Al Brown
Elsa & William Bunce
E. Hilton Clinch, Sr.
Charles Cross
Samuel Delman
Constance Bullard Dimock
Seymour Dorfman
Alf Ebbesen
Dr. Kendall Emerson
Mary Erlanger
Capt. Nathan G. Fish
Russell J. Goodnow
George Groh
Mr. Chris Hansen
Mrs. Helen Henshaw
Henry Edwards Higginbotham
Hugh L. Humphreys
Helen Mansfield Hunt

Bartlett Braxton Jones
Capt. William Landgren
Josephine Lesneur
Herman Carl Masel
Mr. Allison E. McCown
Mary L. McCready
David J. Melvin, Sr.
Paul R. Melvin
John Mirovsky
Mrs. Harry B. Mitchell
George A. Molleson
C. Evelyn Moody
Felix Morley
James Morrison
Mr. & Mrs. Walter S. Nelson
GM₂ Craig Noble
Mr. Elmer J. Ogden
Gunnar Oren
Florence Outerbridge
Mrs. George Quimby
Mr. Rice
Benjamin Benny Slosser

Edward Sparks
Max R. Stirn
Carol Terwilliger
Monica Theslof
C. Rachel Trowbridge
Donald Wedebrook
Stanley Whiston
Admiral John M. Will, Sr.

LEGACIES/BEQUESTS 1982

Helen A. Barnum
Hilda Chalquest
Charlotte Cowan
Bertha P. Dix
Mary Flitcroft
Leslie Head
George E. Herold
Leander Howes
Henrietta Montgomery
Iola Rickard
Jessie Righter
Daniel Tucker

All memorials are permanently recorded in a special book retained as part of the Institute's archives. Legacies and bequests are also recorded as part of the Institute's permanent records.

Development Report

Contributions, grants and bequests to the Institute in 1982 totaled more than \$691,000. Of this, some \$46,000 was for endowment and plant funds with the balance supporting program operations.

Of its available resources in 1982, 84% was directed to program and 16% to supporting services, of which 2% was devoted to fund raising.

Institute Board participation remained strong and the membership of the Maritime Friends of Seamen's Church Institute maintained its steady level of support.

Among the corporations, foundations, parishes and associations making major annual contributions or special grants were:

American Bureau of Shipping
American Hull Insurance Syndicate
American President Lines, Ltd.
American Stock Exchange, Inc.
J. Aron Charitable Foundation, Inc.
The Atlantic Companies
The Bank of New York
Barber Steamship Lines, Inc.
Belgian Line, Inc.
Booth Ferris Foundation
Chubb & Son, Inc.
Consolidated Edison Company of New York
Constans-Culver Foundation
Cunard Line Limited
Dart Containerline, Inc.
Delta Steamship Lines, Inc.
Drew Chemical
Louis Dreyfus Corporation
Ekloff Marine
Exxon
Ganlee Fund
Gibbs Brothers
Herman Goldman Foundation
Greater New York Fund/United Way
Haight, Gardner, Poor & Havens
F. B. Hall & Company, Inc.
J. J. Henry Company, Inc.
Hill, Betts & Nash
Holland Lodge Foundation, Inc.
International Paint Company
Inverclyde Bequest Fund
ITF Seafarers Trust
Jacksonville Shipyards, Inc.
Johnson & Higgins
L.A.W. Fund, Inc.
Life Saving Benevolent Association
of New York
Loomis Foundation

James A. MacDonald Foundation
Manufacturers Hanover Trust Company
Marine Society of the City of New York
Maritime Overseas Corporation
Marsh & McLennan Company, Inc.
Maryland Shipbuilding & Drydock Company
Emmett J. McCormack Foundation, Inc.
Henry D. Mercer Foundation, Inc.
Midland Insurance Company
Mobil Oil Corporation
Moore-McCormack Lines, Inc.
Moore-McCormack Resources, Inc.
Moran Towing & Transportation
Company, Inc.
Wm. T. Morris Foundation
New York Telephone
New York Towboat & Harbor
Carriers Association
Otis Elevator Company
Poten & Partners
Pouch Terminal
Public Service Electric & Gas Company
Rudder Club, Inc.
Rudin Foundation, Inc.
M. J. Rudolph Corporation
Sylvester & Alice Rothschild Foundation
J. Henry Schroder Banking Corporation
Sea-Land Industries, Inc.
Seres Shipping, Inc./Seagroup, Inc.
Seth Sprague Educational &
Charitable Foundation
Simmonds Foundation
SMIT International Americas, Inc.
Starr Foundation
J. P. Stevens Company, Inc. Foundation
St. James' Church
Stone & Webster, Inc.
Texaco, Inc.
Todd Shipyards Corporation
Trans Freight Lines, Inc.
Trinity Church
U. S. Trust Company of New York
John Jay & Elisa Jane Watson Foundation
Woman's Seamen's Friend Society
of Connecticut, Inc.
Women's Propeller Club of the
Port of New York

**Summary of
Services/1982
Seamen's Church
Institute of New York
and New Jersey**

AT 15 STATE STREET, N.Y.C.

2,244

American and foreign ships visited and welcomed. (Brooklyn, Staten Island, Manhattan)

28,379

Seamen, representing 55 foreign nations, entertained in the International Mariners' Club.

295

Services held in the Chapel.

58,723

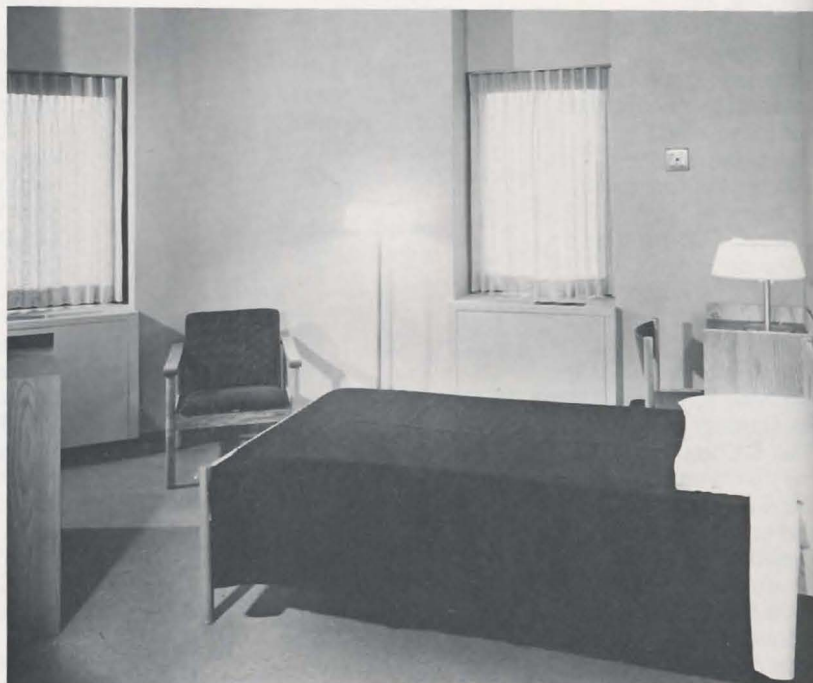
Rooms occupied by merchant seafarers.

1,340

Seafarers enrolled in SCI Merchant Marine School (Deck 151; Engine 113) plus Radar School 319, recertification 338, Special courses 419.

435

Shorebased maritime personnel, seamen and other members of the community enrolled in the Roosevelt Institute's evening adult education courses and seminars.



REGISTRY OF VESSELS BERTHING IN NY PORT: Argentina, Belgium, Brazil, Canada, Chile, China, Colombia, Cyprus, Denmark, Ecuador, Egypt, France, Germany, Ghana, Greece, Holland, Iceland, India, Indonesia, Iraq, Italy, Japan, Liberia, Nicaragua, Norway, Pakistan, Panama, Paraguay, Peru, Philippines, Poland, Portugal, Singapore, South Africa, Spain, Sweden, Switzerland, Taiwan, Turkey, United Arab Republic, United Kingdom, United States, Venezuela, Yugoslavia.

36,561
People used the Conrad Library

32,185
Books and magazines distributed
aboard ships in the NY port.

3,383
Pieces of luggage stored in SCI
Baggage Room.

223,453
Meals served.

28,265
Individuals attended meetings . . .
maritime, community, education or
church-related programs.



10,008
Christmas-at-Sea gift boxes prepared by
volunteers for seafarers.

1,658
Credit issues to seafarers for meals,
lodging, emergency needs (78% return
rate).

2,183
Pastoral interviews.

123
AA meetings held.



**AT 118 EXPORT STREET
PORT NEWARK, N.J.**

2,993

American and foreign ships visited,
including US and foreign tanker ships.

36,005

Books and magazines distributed aboard
ships in NJ ports.

11,925

Seafarers transported.

29,813

Seafarers used the Center.



Seamen's Church Institute in New Jersey



1,210

Seafarers used playing field; 71 official
soccer matches plus track and field
competitions held.

355

Religious services held in the Center.

3,121

Overseas telephone calls placed for
seafarers.

12,471

Letters and postcards mailed for
seamen.



REGISTRY OF VESSELS BERTHING IN NORTHERN NJ PORTS: Argentina, Australia, Belgium, Brazil, Canada, Chile, China, Colombia, Cyprus, Denmark, Dominican Republic, Ecuador, Egypt, France, Germany, Ghana, Greece, Holland, Honduras, Hong Kong, Iceland, India Indonesia, Iraq, Ireland, Israel, Italy, Japan, Korea, Kuwait, Liberia, Norway, Panama, Peru, Philippines, Poland, Portugal, Russia, Santo Domingo, Saudi Arabia, Singapore, South Africa, Spain, Sweden, Switzerland, Taiwan, United Kingdom, United States, Yugoslavia.

Seamen's Church Institute of New York and New Jersey

Statement of Support, Revenue, Expenses and Changes in Fund Balances

Year ended December 31, 1982
with comparative totals for 1981

| | 1982 | | | | | TOTAL ALL FUNDS | |
|---|---------------|------------|-----------|-------------|-----------------|-----------------|-----------|
| | CURRENT FUNDS | | | PLANT FUNDS | ENDOWMENT FUNDS | 1982 | 1981* |
| | UNRESTRICTED | RESTRICTED | TOTAL | | | | |
| Support and revenue: | | | | | | | |
| Support - contributions and grants | \$ 529,661 | 115,220 | 664,881 | 25,450 | 21,538 | 691,869 | 1,292,034 |
| Revenue: | | | | | | | |
| Program services: | | | | | | | |
| Hotel, conference and food service | 3,349,700 | — | 3,349,700 | — | — | 3,349,700 | 3,433,071 |
| Education | 465,501 | 55,038 | 520,539 | — | — | 520,539 | 328,500 |
| Seafarers' Services | 22,706 | 2,007 | 24,713 | — | — | 24,713 | 89,353 |
| Other: | | | | | | | |
| Investment income | 465,743 | 46,218 | 511,961 | — | — | 511,961 | 495,368 |
| Net realized gain (loss) on investment transactions | — | — | — | — | (80,495) | (80,495) | 155,397 |
| Rental income, net of expenses of \$62,059 in 1982 and \$65,640 in 1981 | 46,035 | — | 46,035 | — | — | 46,035 | 32,410 |
| Miscellaneous | 24,370 | — | 24,370 | 1,025 | — | 25,395 | 12,973 |
| Total revenue | 4,374,055 | 103,263 | 4,477,318 | 1,025 | (80,495) | 4,397,848 | 4,547,072 |
| Total support and revenue | 4,903,716 | 218,483 | 5,122,199 | 26,475 | (58,957) | 5,089,717 | 5,839,106 |
| Expenses: | | | | | | | |
| Program services: | | | | | | | |
| Hotel, conference and food service | 3,142,937 | — | 3,142,937 | 200,931 | — | 3,343,868 | 3,493,102 |
| Education | 587,233 | 114,758 | 701,991 | 32,208 | — | 734,199 | 725,494 |
| Seafarers' Services | 485,498 | 100,688 | 586,186 | 10,725 | — | 596,911 | 607,919 |
| Total program services | 4,215,668 | 215,446 | 4,431,114 | 243,864 | — | 4,674,978 | 4,826,515 |
| Supporting services: | | | | | | | |
| Management and general | 741,285 | — | 741,285 | 5,830 | — | 747,115 | 787,356 |
| Fund raising | 120,859 | 3,037 | 123,896 | 2,156 | — | 126,052 | 128,650 |
| Total supporting services | 862,144 | 3,037 | 865,181 | 7,986 | — | 873,167 | 916,006 |
| Total expenses | 5,077,812 | 218,483 | 5,296,295 | 251,850 | — | 5,548,145 | 5,742,521 |
| Excess (deficiency) of support and revenue over expenses before net unrealized gain (loss) on investments | (174,096) | — | (174,096) | (225,375) | (58,957) | (458,428) | 96,585 |
| Net unrealized gain (loss) on investments | (10,055) | — | (10,055) | — | 705,996 | | |
| Other changes in fund balances: | | | | | | | |
| Payment of mortgage note | (4,193) | — | (4,193) | 4,193 | — | | |
| Other | 799 | — | 799 | (799) | — | | |
| Fund balances, beginning of year | 121,877 | — | 121,877 | 9,740,803 | 5,260,353 | | |
| Fund balances, end of year | \$ (65,668) | — | (65,668) | 9,518,822 | 5,907,392 | | |

*Certain 1981 amounts have been reclassified to conform to the 1982 presentation.

**Seamen's Church Institute
of New York and New Jersey**
Statement of Functional Expenses

**Year ended December 31, 1982
with comparative totals for 1981**

| | PROGRAM SERVICES | | | | SUPPORTING SERVICES | | | TOTAL EXPENSES | |
|---|---|----------------|------------------------|------------------|--------------------------------|-----------------|----------------|------------------|------------------|
| | HOTEL, CONFERENCE AND FOOD SERVICE | EDUCATION | SEAFARERS' SERVICES | TOTAL | MANAGE- MENT AND GENERAL | FUND RAISING | TOTAL | 1982 | 1981* |
| Salaries | \$1,420,320 | 314,133 | 264,634 | 1,999,087 | 334,526 | 61,754 | 396,280 | 2,395,367 | 2,346,898 |
| Employee benefits and payroll taxes | 209,514 | 42,731 | 53,380 | 305,625 | 52,090 | 6,492 | 58,582 | 364,207 | 468,073 |
| Total salaries and related expenses | 1,629,834 | 356,864 | 318,014 | 2,304,712 | 386,616 | 68,246 | 454,862 | 2,759,574 | 2,814,971 |
| Fees for services | 54,962 | 92,066 | 32,558 | 179,586 | 192,501 | 36,457 | 228,958 | 408,544 | 306,663 |
| Contractual services | — | — | — | — | 59,953 | — | 59,953 | 59,953 | 123,559 |
| Space and taxes | 71,838 | — | 1,180 | 73,018 | 2,960 | — | 2,960 | 75,978 | 85,410 |
| Maintenance and repairs | 71,538 | 34,516 | 13,495 | 119,549 | 4,821 | — | 4,821 | 124,370 | 43,157 |
| Supplies and materials | 138,558 | 53,954 | 64,169 | 256,681 | 26,699 | 7,644 | 34,343 | 291,024 | 318,294 |
| Equipment purchases, repair and rental | 62,382 | 24,641 | 15,818 | 102,841 | 6,367 | 1,260 | 7,627 | 110,468 | 108,729 |
| Transportation | 8,976 | 16,854 | 25,179 | 51,009 | 15,546 | 712 | 16,258 | 67,267 | 55,303 |
| Utilities | 356,517 | 93,559 | 53,096 | 503,172 | 27,568 | — | 27,568 | 530,740 | 670,309 |
| Cost of goods sold | 711,280 | — | — | 711,280 | — | — | — | 711,280 | 715,184 |
| Miscellaneous | 64,717 | 29,537 | 35,012 | 129,266 | 18,254 | 9,577 | 27,831 | 157,097 | 243,386 |
| Expenses before depreciation | 3,170,602 | 701,991 | 558,521 | 4,431,114 | 741,285 | 123,896 | 865,181 | 5,296,295 | 5,484,965 |
| Depreciation | 173,266 | 32,208 | 38,390 | 243,864 | 5,830 | 2,156 | 7,986 | 251,850 | 257,556 |
| Total expenses | <u>\$3,343,868</u> | <u>734,199</u> | <u>596,911</u> | <u>4,674,978</u> | <u>747,115</u> | <u>126,052</u> | <u>873,167</u> | <u>5,548,145</u> | <u>5,742,521</u> |

*Certain 1981 amounts have been reclassified to conform to the 1982 presentation.

The preceding statements have been extracted from the 1982 audited financial statements which are available for inspection at 15 State Street, NYC. Director of Finance.

In Support of the Institute

WAYS OF GIVING

To carry on its work, SCI depends on the financial support of its friends nationwide. Gifts may be made in a number of ways with definite advantages for the donor for unrestricted purposes, a particular program, or for endowment. All annual and special gifts help to ensure the operations and future stability of the Institute and its crucial work with seafarers of all nations.

CASH

The simplest form of gift to SCI is cash. Gifts of cash are deductible for Federal income tax purposes up to a maximum of 50% of your adjusted gross income in any given year. Any excess may be carried forward and deducted, subject to the same 50% limitation, in the next five taxable years until such excess has been fully deducted.

SECURITIES

A gift of securities enables you to take a charitable deduction on your income tax return equivalent to the full market value of the securities. A gift of appreciated securities is of considerable tax advantage to you and allows you to avoid the tax on capital gains, which you would pay if you were to sell the securities. Generally, your deduction in any one year for the full market value of a gift of appreciated securities may not exceed 30% of your adjusted gross income. Any excess may be carried over and deducted, subject to the same 30% limitation, in the next five years until the excess has been fully deducted.

REAL ESTATE

Real property including land, buildings, or leaseholds are welcomed. Gifts of appreciated real estate follow the same general guidelines as those gifts of appreciated securities. Should you wish to retain the use of a personal residence during your lifetime, income and estate tax benefits can be realized by deeding such real estate to SCI while retaining a life interest.

LIFE INSURANCE

If you no longer need the protection of a life insurance policy, you may irrevocably transfer ownership of the policy to SCI. You will need a charitable deduction equivalent approximately to the policy's cash surrender value. There are other options that can be advantageous to you regarding: 1. payment of premiums on policies; 2. fully paid insurance policies; 3. taking-out a new insurance policy naming SCI as owner and sole beneficiary.

RETAINED LIFE INCOME GIFTS

You may make a gift to SCI now but continue to receive income from these assets. Money, securities (or in some cases other property) can be transferred irrevocably to a trustee and a specified annuity (or a percentage of principal value) will be paid each year to you and/or another beneficiary you name. After the death of the last income recipient, the principal belongs to SCI. A retained life income gift ordinarily has both income tax and estate tax advantages for you. Because these gifts (which are set up as trust funds — either in the form of a unitrust or annuity trust) are separately invested, a minimum gift of \$50,000 is required to allow for adequate investment diversification.

BEQUESTS

An outright bequest to SCI, as well as certain bequests in trust will reduce your Federal estate tax. An unrestricted bequest, one in which you enable SCI to add to its endowment or to expend in whole or in part as it judges best might read:

"I give _____ (dollars) to Seamen's Church Institute of New York and New Jersey, a New York Corporation having its principal office at 15 State Street, New York, N.Y. 10004, for the general purpose of said Institute."

There are also a number of other forms that a bequest may take including: 1. a residuary bequest (share or percentage of any residual estate after specific bequests have been satisfied) 2. a contingent bequest (provision which becomes effective only if some condition is not met such as a spouse or child surviving you) 3. a charitable testamentary trust (assets bequeathed are to a trust which provides both for individuals and for SCI).

BOOK OF REMEMBRANCE

Personal or memorial gifts of \$36,000 or more also entitle the donor to a special page in the Institute's Book of Remembrance. This handcrafted, beautifully illuminated book is retained in the Institute's chapel and allows the donor to reserve a special memorial Red Letter Day in perpetuity. That memorial day is exclusive to the donor and the reserved page is inscribed with your commemorative message.

MEMORIAL GIFTS

Memorial gifts of any amount are also gratefully received. These names are also retained in a special book and at the donor's request appropriate members of the family are notified of the gift.

FOR ADDITIONAL INFORMATION

We will be glad to answer any questions you may have regarding any kind of gift. For details or additional information just call or write: The Reverend James R. Whittemore, SCI Director, Seamen's Church Institute of New York and New Jersey, 15 State Street, New York, N.Y. 10004. Telephone: 212/269-2710.

The Black Whalers of Nantucket

by Anita M. Gauthier

"There! There again! There she breaches! Right ahead! The white whale, the white whale!" The sighting of Moby Dick instantly turned a quiet morning aboard the *Pequod* into a mass of seamen, likened by Melville to swarming bees. Everyone recognizes the reference to the white whale but how many could place the black man shouting these words from the main masthead? He is Dago, "third among harpooners . . . a gigantic, coalblack negro-savage, with a lion-like head . . ." (Melville)

Black mariners served on whaling ships since earliest times and on the island of Nantucket, once the whaling center of the world, blacks were serving as seamen, first, second and third mates, as harpooners or boatsteerers, and eventually as captains of their own whaling ships long before black slaves were emancipated during the Civil War.

In the seventeenth century, several events occurred on this small island thirty miles off the Massachusetts coast which proved significant for blacks. The first whale was caught from shore. Blacks were first brought to the island as slaves. And, in 1698, the first minister of the Society of Friends visited the island.

Whaling and Quakerism combined were destined to have profound effect on the black community in Nantucket. Ten years after that first minister's visit, the Society of Friends was formed and a yearly meeting established.

Although the first blacks brought to the island were slaves, in 1716, the Quakers renounced slavery and continued to do so throughout the eighteenth century. "A Testimony Against that Anti-Christian Practice of Making Slaves of Men" was presented to the monthly meeting. Years before the American Revolution broke out, an incident occurred which helped eliminate slavery on the island forever.

William Rotch, a leading abolitionist on the island ordered Captain Elisha Folger, master of his whaler, *Friendship*, to pay a young black man, Prince Boston, his share of the whaling voyage. Although blacks were being paid a mere fraction of the amount white whalers were receiving for the same voyage, the money was not paid to the slave but to his owner. In this case, Prince Boston's owner, John Swain, insisted on payment. When Rotch would not pay him the slave's wages, Swain took the case to court. The jury decided in favor of Prince Boston. Not only was he paid, he was given his freedom as well by the Massachusetts judges. Swain intended to appeal the case but let it drop when he learned public sentiment was against him and Rotch threatened to retain a young Boston lawyer, John Adams, if Swain persisted. Shortly thereafter, in the early 1770's, all the slaves on Nantucket were emancipated.

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Rev. Arthur Cooper, runaway slave from Virginia, who was given refuge by Quakers on Nantucket.

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Manumitted slaves working on whaling ships found freedom caused problems at sea. Free black mariners could not move about at will in southern ports. There was the risk of re-enslavement. For the most part, they did not make equal pay for equal work with whites and there were restrictions on certain jobs which it would take Absalom Boston, Prince's nephew to overcome.

Absalom Boston was the second generation of the family to be free. His grandparents were brought to the island as slaves by William Swain. In 1760, Swain freed "my negro slaves" the Bostons "for and in consideration of the many good and faithful services . . . done me . . ." Boston and Maria Boston had eight children, all of whom were free before the Revolution. Young Prince, of *Friendship* fame, was their fifth child.

The Boston children grew to become weavers, barbers, shoemakers, and, of course, whalers. They married, bought land, and built homes on Nantucket in the small black community called "New Guinea" or Guieny after that part of Africa from which their forebearers had come.

Absalom and his brothers, sons of Seneca the weaver, were mariners. Born in 1785, Absalom was a land owner before he was thirty, and five years later was running a "public inn". He was a whaler as a young man, however, his most significant whaling expedition took place when he was thirty-seven.

Absalom Boston sailed as the first black commander of a whaling ship. Its all-black crew proudly navigated the *Industry* out of Nantucket town for the Bay of Mexico on May 12, 1822.

It was not uncommon for whaling voyages to last several years. Yet, when the *Industry* returned in just six months with only seventy barrels of oil, a modest amount, the trip was considered successful. The captain and his crew were highly respected for the undertaking and Absalom Boston became, perhaps, the most prominent black on the island.

Nothing in the records indicate that Captain Boston ever sailed again. In the 1830's he opened a dry-goods store on his own property and lived prosperously on Nantucket for the rest of his life. He would marry three times and father eight children, his sons becoming mariners like their father.

Unquestionably, blacks were valued mariners aboard whaling ships. Captain John Maxcy arrived at Nantucket in 1823 to report he had come across the whaler, *John Adams* "three days 'round Cape Horn" on his way home. Her master, Captain George Bunker, II had died and his first mate, Seth Myrick had disappeared with a boat's crew "last seen being towed by a harpooned whale." The *John Adams* arrived at Nantucket a few days later under the command of her second officer, Peter Green, a native Nantucket black.

Absalom Boston, master of the whaleship *Industry*, which sailed with an all-black crew.

Captain Bunker of the whaleship *Paragon* met up with the brig *Hunter*, which had lost her captain. Her mate was inexperienced. Captain Bunker reports: "I put a black man aboard who was a navigator and recommended a northwest course." The *Hunter* was in the Atlantic near the equator when he crossed her yet she made a safe voyage home under the command of her black master.

When the *Loper* arrived at Nantucket on September 7, 1830, with 2,280 barrels of oil in only fourteen months, she had set a record. The owners were so pleased they honored the crew, almost entirely black, with a parade and a dinner to celebrate the occasion.

While Absalom Boston and his black mariners were sailing from Nantucket on whaling vessels, other blacks were arriving via the "underground railroad" to live under the protection of the Quakers.

Arthur and Mary Cooper, fugitive slaves from a Virginia plantation arrived via a Nantucket sloop in 1820. They moved into a small house on Angola Street in the New Guinea settlement where Arthur became a minister of the African Methodist Episcopal Church. Two years later, an agent for the slave-holding Virginia planter appeared on Nantucket with two deputies to take Arthur and Mary back to their owner. As soon as Camillus Griffith landed on the island, word spread of his arrival. By the time he reached the Cooper home a large group of blacks were waiting for him. One of them, George Washington by name, saw that trouble was brewing and ran for help to the homes of several white Quakers. Before long Sylvanus and Thomas Macy, William Mitchell, Gilbert Coffin, Oliver Gardner and Judge Folger gathered at the Cooper home. Judge Folger demanded to see Sheriff Griffith's warrant. While occupying the sheriff and his deputies with an argument on Massachusetts law vs federal law in the case of runaway slaves. Thomas Macy slipped into the house by a rear entrance, gave Arthur Cooper his Quaker hat and coat and the frightened Coopers escaped with their baby. During the next week they were moved from house to house, kept hidden, until the sheriff and his deputies finally gave up their search and left the island.

Although slaves on Nantucket were freed as early as the 1770's, their problems were far from over. By the 1840's the population of the island had reached 9,000 but both Quakerism and the whaling industry were on the decline. In 1845, Absalom Boston, now a prominent, respected businessman on Nantucket, would succeed only after a long struggle in enrolling his qualified daughter, Phebe Ann, in the white, public high school, the only high school on the island.

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"Nantucket Sleigh Ride" mural painting by Thos. Peterson.

The much-publicized school issue caught the attention of off-islanders who brought well-known abolitionists to the island, such as William Lloyd Garrison, Lucretia Mott and fugitive slave, Frederick Douglass who, in 1841, addressed an anti-slavery meeting there and thus started his famous career.

When the whaling industry declined on Nantucket in the early 1840's, New Bedford across the Sound was waiting to take up the reign as the whaling capital of the world and many tales of the exploits of black mariners are to be found in the history of whaling from this Massachusetts coastal city.

Quakerism developed in New Bedford and on Nantucket concurrently. As early as 1770, a New Bedford Quaker, Elnathan Sampson "purchased a black named Venter, and freed him."

Paul Cuffe, born on the island of Cuttyhunk, near New Bedford, was one of ten children of Cuffe Slocum, a slave who purchased his freedom. Later, Paul would drop his father's slave name, Slocum, and use his christian name, Cuffe, as his surname.

At the age of sixteen, Paul Cuffe was sailing on a whaler. After many adventures on the high seas—at one point he was captured by the British in New York and in another incident he lost a small vessel and all its goods to pirates—he was successful. By 1806, he owned "one ship, two brigs, and several smaller vessels, besides property in houses and lands," an estate valued at \$20,000.

Paul Cuffe married an Indian, Alice Pequit, bought a farm on the Westport River, built a school and hired a teacher, became a Quaker, and contributed substantially to the erection of a meetinghouse.

One of his interests was to repatriate blacks to their homeland in Africa. On January 1, 1811, he sailed with nine black mariners for Sierra Leone. A successful voyage, he undertook similar trips and created the Friendly Society in Freetown to encourage and support his plan. Not many years later, Cuffe had to give up these voyages as his health declined.

Paul Cuffe together with Prince and Absalom Boston, the Greens, Pompeys, Coppers and the Society of Friends left a legacy on an island over 200 years ago which elevated the basic rights and human dignity of black men at sea.



Gordon Grant

US Merchant Ships As The Fourth Arm of Defense. Where Do We Stand?

In the summer of 1943 the long bitter duel for control of the Atlantic—a battle which cost 75,000 lives—ended with Allied victory over Hitler's U-Boat "Wolf Pack" and control of the Atlantic sealanes.

The Battle was costly in men and ships. More than 700 Allied merchantmen and escorts were sunk—roughly 30% of all vessels lost. And always Great Britain was threatened.

"The only thing that ever really frightened me during the war was the U-Boat peril", Winston Churchill, Great Britain's Prime Minister wrote, ". . . all our power to carry on the war, or even to keep ourselves alive, lay (in) our mastery of the ocean routes and the free approach and entry to our ports."

Would the United States do better today? Could it sustain Great Britain or an expeditionary force in Europe? Or in Southwest Asia or the Middle East? The question plagues naval and military planners who view the US flag carriers as a critical "Fourth Arm" of national defense.

Some knowledgeable naval officers are frankly skeptical about US capability, not just for a major war but even for a small conflict such as that between England and Argentina in the Falkland Islands. In the '82 incident, more than 58 ships were abruptly chartered or requisitioned by the British government.

"The sad truth is that trends in the US flag fleet run counter to our country's military needs." Rear Admiral Warren C. Hamm, Jr., Deputy Commander, Military Sealift Command and interim Commander of MSC observes.

Hamm notes that in 1950 the Russian merchant fleet ranked 21st in the world but that today the USSR is third in size while the US has slipped from first place to eleventh. The USSR has not only more ships but better, more modern vessels in many cases.

The US, Hamm argues, could not sustain the losses of a battle of the Atlantic; and ship casualties could be even higher in view of modern weaponry. "Today we don't even have that many (700) US merchant ships sailing the seas."

Pledging a turnaround, Hamm is seeking answers on how to quickly convert government-owned and chartered vessels to wartime auxiliaries. This includes weapons systems, communication and navigation equipment, as well as refueling and damage control systems.

Yet problems remain. Containerships, for example, present special problems when converted to military use. Less than a quarter of a military unit's equipment can be containerized and the special port handling equipment required might not always be available. The key, as Hamm views it, is the availability of sealift capacity.

One answer is prepositioned merchant ships such as the 11 now in the Indian Ocean. Each ship in the Near Term Prepositioning Force (NTPF) fleet is preloaded with an assortment of military equipment. All are chartered merchant vessels manned with civilian crews in a high state of readiness.

"The NTPF ships carry enough equipment, ammunition, fuel, water, etc., to sustain a brigade-sized force of Marines, that's about 11,400 Marines, for 30 days, plus additional supplies and sustainability for selected Air Force and Army units.

The present NTPF is only the start of the Navy's maritime prepositioning concept. In the next few years this concept will be expanded by 13 additional Ro-Ro's currently under construction or conversion. These ships will by then provide the support for a three brigade Marine force. Some of these additional ships will join the NTPF in the Indian Ocean, while others will be located at other strategic locations around the world."

The next key in Hamm's strategic sealift program is fast sealift ships, former SL-7 containerships. "When totally complete, this program will consist of eight Ro-Ro's located in various continental US ports, in a 5-day readiness condition. When the order is given to activate, designated US Army units will drive aboard and the ships will be underway in 3-4 days. They are so fast they can be in Europe in less than five days, SW Asia in about two weeks. Since they can steam at 33 knots, no convoys are needed."

For Hamm and the Military Sealift Command, the problems are formidable. From developing new convoy techniques to finding hospital ships, the MSC is limited by funds and support to develop and sustain battleworthy merchant fleets which can support the US's ability to project its power worldwide.

Could the US win another battle of the Atlantic? Does it have the ships, seamen and commanders? Could it respond in time to an emergency such as the Falklands?

Hamm offers no definitive answer. But his problems and those of the Military Sealift Command warrant the attention of a concerned citizenry.

THE CITY AND THE SEA

I

To none the city bends a servile knee;
Purse-proud and scornful, on her heights she stands,
And at her feet the great white moaning sea
Shoulders incessantly the grey-gold sands,—One the
Almighty's child since time began,
And one the might of Mammon, born of clods;
For all the city is the work of man,
But all the sea is God's.

II

And she-between the ocean and the town—
Lies cursed of one and by the other blest:
Her staring eyes, her long drenched hair, her gown,
Sea-laved and soiled and dank above her breast.
She, image of her God since life began,
She, but the child of Mammon, born of clods,
Her broken body spoiled and spurned of man,
But her sweet soul is God's.

E. Pauline Johnson (TEKAHIONWAKE)
Canadian Poet 1862-1913

Our thanks to Miss Noreen Killilie for submitting this poem.

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