

The LOOKOUT

October-November 1982



THIS ISSUE:

- American Seamen
Speak Out
- America's Future:
A view from abroad
- Sandy Hook Pilots
Floating Chapels
- Annual Report

Editor's Note:

The effect of change on people and nations is commonly accepted fact. Pursuing ways to predict, cause, deter, accommodate or confront change and its consequences is how most of us spend our lives.

Dealing with change is rarely easy, convenient or painless; and as Henry Steele Commager notes, "Change does not necessarily assure progress but progress implacably requires change."

It is from such viewpoint that this issue looks at change and the portent of change on this nation, its maritime Industry — including seafarers, and the Seamen's Church Institute — past, present and future.

From seafarer, maritime executive and artist to Institute board manager, Oxford don and poet, we think you will find their observations and concerns about change provocative and challenging ones. We would also like to know your reactions to this issue.



Carlyle Windley
Editor

The LOOKOUT

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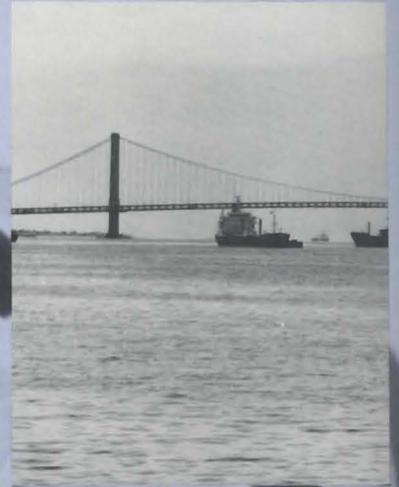
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President Reagan's planned proposal for renewal of the United States' merchant marine can't come too soon for a majority of American seafarers.

Trained mariners are, in fact, skeptical about their professional opportunities in the 1980s and uncertain about the maritime industry's future.

Many agree that a miracle may be needed to restore the US merchant marine to a position of leadership after more than a decade of decline. Steve Tillinghast, for example, a student at SCI's Merchant Marine School, sees qualified seamen as an asset which is eroding rapidly. "The fault lies with government. They have hurt

Without berths for extended periods, a year or more in some cases, increasing numbers of well-qualified seamen are simply rotting away ashore. Their skills atrophy. Morale is low, as is pride of profession.

Ahmet Ismail, a seaman since 1965, notes that the major maritime powers - especially the Scandinavians - have cultivated a tradition of seamanship, and view seafarers as vital contributors to the fleets on which national economies depend. "Look at the industry's contribution during the Vietnam era. Do we now have the manpower to handle a comparable emergency?"

In Search of a Miracle:

The Future of Professional American Seamen

the industry's ability to act independently in a competitive business."

He also believes that unions should be restrained in their demands on maritime management and cooperate to sustain a competitive edge for US companies.

As Tillinghast views it, advancement opportunities for younger, qualified seamen are poor and many seamen are doubtful about future prospects for the profession.

The continued decline of America's merchant marine, in reality, is nowhere more painful than its impact on individual seamen. Louis Silas, a veteran seaman, says: "I'm a realist. And like many, I don't see much of a future for young men coming into the profession. Many of them have families to support, homes and mortgages. For this they need a fair amount of security. I'm not sure they will find it in the merchant marine, at least the way things are now."

One of his positive suggestions was a form of tax break for seamen which would allow them to continue in the profession while compensating them in periods of declining employment. "The seaman is a trained professional. He represents a sizable asset - to companies and the industry."

Most of the seamen interviewed believe that the unions are doing a good job: but perhaps too good for the welfare of the industry. Several seamen, who declined to be mentioned, criticized the wage scales for officers as excessive. "They are not only as well paid as airline pilots, but get lavish overtime allowances. US labor costs are high," one union member seaman noted.

The problems may, in fact, be increasing.



Combined with career questions are the family dilemmas facing many seamen. Temporary jobs and retraining programs are becoming practical necessities for some. There is also an apparent consensus that today's seamen are better trained than ever before, but that there are simply not enough jobs to go around. Jonathan Haight, a seaman since 1972, argues that US seamen are more efficient, better trained, but more expensive.

"Automation isn't a real problem. Nor is it just foreign competition. It's many things: government policies; unions; business; the recession and maybe too few people willing to work together for the common good."

The US, Haight states, has to be able to provide low cost, competitive oceanborne transportation backed up by strong management and labor organizations. "Constant, steady demand, rather than





feast-or-famine is what we need as seafarers."

Despite the problems of underemployment, most seamen take pride in their work. "Safety at sea is not really a problem — at least on well managed vessels. And there are really few bad officers, most are well motivated and trained, at least on US ships," Louis Silas commented. "Crews and cargoes are simply too valuable to endanger."

Union spokesmen are not much more optimistic than individual seamen about future prospects for the profession. Some note levels of peer competition dominating the lives of seamen for jobs, between unions, between organized labor and business, and competition between individual companies. "The trend has been to serve our own interests first and to hell with everyone else." Added to the list, of course, is competition between US and foreign carriers for cargo. Individually, seamen face new trends in the industry: bigger ships, smaller crews, emphasis on automation, high levels of productivity, and more job diversity aboard ships. In addition, the demand for higher skill levels

places new emphasis on education and training of seamen. "Only the best trained and most capable seamen seem to have a solid future," they note.

National Maritime Union spokesmen largely concur, stressing the impact of foreign competition on American carriers as a critical problem: "The US simply is no longer really competitive with foreign carriers. Worse, we do not seem to be able to present a unified national front against foreign competitors which would assure us a share of the market."

Union officials are virtually unanimous against a rollback of wages and benefits to seafarers, however, despite the belief of many that wages have inhibited US carriers from offering competitive rates. An appeal by Maritime Administrator Admiral Harold E. Shear to seagoing union officials in June for example, came under critical fire from most unions. Only MEBA president Jesse M. Calhoon endorsed the rollback request.

"Labor costs are a factor, but not the only factor in the higher price of US operators," one union spokesman said.



Work rules have also come under fire from seamen and industry spokesmen. David A. Howard, publisher of a respected industry journal, *American Shipper*, notes in an editorial that "the men on the ships know that most of the work rules serve no useful purpose except to run up the cost of operating ships. So long as the money is available - and Uncle Sam is picking up most of the tab - you cannot criticize the men for picking up the extra money. Shoreside personnel do it; ships' officers do it; accountants do it; government workers do it, so, why not seagoing personnel?"

Can conclusions be drawn? Certainly individual seamen face an uncertain future. And there seems to be little on the horizon to warrant optimism about the industry's future. Still, some believe that Reagan's administration, and an overall deepening concern with the US's declining merchant marine, together with some tough-minded decisions, may produce what everyone wants: a miracle.

G.D.

America's Future: A View From Abroad



From DeTocqueville in the 19th century to contemporary writer Alistair Cooke, foreign commentators have offered unique perspectives on America as a civilization.

The American search for self-understanding also sparked the success of pollsters and native analysts such as Gallup, Yankolevich and Harris.

In reality, America remains hungry for facts and perspective about its economy, political system, its society, and the role of the individual in a complex, post-industrial era.

Among the most recent interpreters is the Oxford Analytica Group's recent study, *America in Perspective: Major Trends in the United States through the 1980's*. Sponsored by The American Express Company, this study by Oxford University professors offers a striking portrait of America and Americans.

"Americans," the Oxford Analytica Group argues, "cannot expect the future to be as comfortable and as secure as the past." The 'American Dream' has stalled and "... the dominant mood on both individual and national levels is one of getting by."

Confidence in government, they argue, is eroding. Government is unable to make good its delivery of the expectations of the nation. "The realities of politics cannot be indefinitely glossed over," they assert. "Those who live by image can perish by image, when, under economic stress, social deprivation, or international conflict, this image is being revealed as being at odds with reality."

"American domestic problems, since they are basically national in origin, cannot be solved on less than a national scale," they assert. "In an insecure but increasingly interconnected world, the US cannot win security by insulation or unilateralism." America's destiny is no longer manifest.

"Broadly speaking, the style of American presidential politics is likely to become more manipulatory in the future." They argue that "... the malfunctioning of the economy, the persistent tensions of international affairs, the growth of introspection and privatization all converge to undermine public confidence in the country's institutions and leaders ..."

Noting the vacuum of confidence in institutions, the Oxford Analytica Group traces the effect on American political parties, state and local governments, as well as on an increasingly fragmented Congress. Presidential leadership will be decisive, they assert. But the Presidency, and indeed the Constitution, may have lost their ability to command 'automatic allegiance.'

Quoting the American journalist, Walter Lippman, who observed that the "need to believe haunts America," the study sees the 1980s re-creating many of the anxieties and frustrations of the Depression years. Americans yearn for a "unifying and comforting credo." But they caution against abuse of this 'need' by government: "Future American administrations will be increasingly tempted to take advantage of this need to believe which is embedded in the American character." Be-

ware of emotional appeals, easy patriotism and nostalgia for heroes, they suggest. "Jingoism is not new," they argue, "but jingoism used by those in office on such a massive, direct, and increasingly subtle scale is new."

As the Group views it, the 1950s were a period in which the American Dream was alive and well, "... an America in which the economy was prospering, living standards were rising, and the claim to be a land of opportunity was valid. Such a society offered plenty of room at the top for those with talent, enterprise and strength of will. Belief in values surrounding family, faith and flag was taken seriously and served to provide a unifying foundation to the social and political order." In a word, a belief in American exceptionalism: "... the claim that America is set apart from other Western industrial societies in being free from the threat of major class divisions and conflicts, was taken for granted."

In the 1960s and 70s, however, America entered a "... whirlwind of social, political and economic change," which has called into question traditional values. In the 1960s the first ruptures appeared. Social stability and moral legitimacy declined, fueled, in part, by economic prosperity. By the 70s, the stability and legitimacy of tradi-

tional views were further weakened and compounded by a dramatic slowdown in economic prosperity. This triple erosion of stability, legitimacy, and prosperity in the 1980s, the Oxford Analytica Group maintains, forms the context within which to understand a deeply troubled nation. The hard trends, as they see them, are the malfunctioning of the economic system and social and political fragmentation.

Economically the forecast is grim. The economy has failed to keep pace with expectations; productivity/growth is stagnant; real wage growth will drop and upward mobility is falling off while social security costs, inflation and unemployment rise along with interest rates. Low business confidence will be a continuing problem.

Socially and politically, the forecast is for the fragmentation of the electorate; decline of political parties; diffusion of Congressional power; the disaggregation of the mass media to cater to ethnic, religious and special interest groups; the rise of the appliance laden 'electronic cottage'; more TV viewing and less social contact; resistance by immigrant groups to assimilation and the decline of leadership and institutions. The result is increasing introspection and lack of confidence in the future.

How will America respond to the future challenges it faces? Assuming the validity of the Oxford Analytica study, the United States faces unprecedented challenges in the balance of the 1980s. The role of the individual, the family and social organizations, as well as government and the economy will confront substantial changes with little decisive indications as to the nature of the changes. One reality will be the recognition of reasonably tight money, modest growth in the real average GNP (2-2½%) and acknowledging the real natural rate of unemployment as a nation adapts to new technologies in industry and the transition from an industrial to a service oriented society.

One predicted response is more stress on the home and family, on the role of women and on 'getting by' — which they view America will of necessity be an increasingly domesticated society supported by the 'electronic cottage.'

As the Oxford Analytica Group sees it, American society is at a critical turning point. The key struggles in these stress-filled times are for national unity; for shared purposes; for learning to deal with rapid changes in economics, politics and society. The stalling of the American Dream and its subsequent results of lowered expectations will profoundly impact individuals seeking survival in a turbulent, troubled world.

Whether one agrees with the Oxford Analytica Group's perspective on America and its forecast of trends, there can be little question that they offer a perceptive and provocative viewpoint well worth considering.

Appointment: Laurie Lawson, formerly of the Phoenix House Foundation, has been named the new Director of Personnel. She succeeds Sarah Peveler who has accepted the position of Personnel Director for Trinity Church in lower Manhattan.

Seminars: At the recent Roosevelt Institute seminar on WHAT'S NEW IN INTERMODAL TRANSPORTATION, chairman of the Federal Maritime Commission, ALAN GREEN, JR. was the guest luncheon speaker. During his address, he affirmed that the FMC is making real progress in redefining its role in the dynamic world of shipping and he credited Congress, Transportation Secretary Drew Lewis and the Interstate Commerce Commission for helping to make this progress possible.

He noted that in the past "government intervention and inflexibility has been a hindrance to change and innovation in the ocean shipping community. It is not government's role to unduly restrict activities that can result in far-reaching benefits to the industry and the country." He said that the FMC is trying to change this situation and cited the FMC's elimination of "numerous unnecessary filing and reporting requirements" since he became chairman of the agency nearly one year ago.

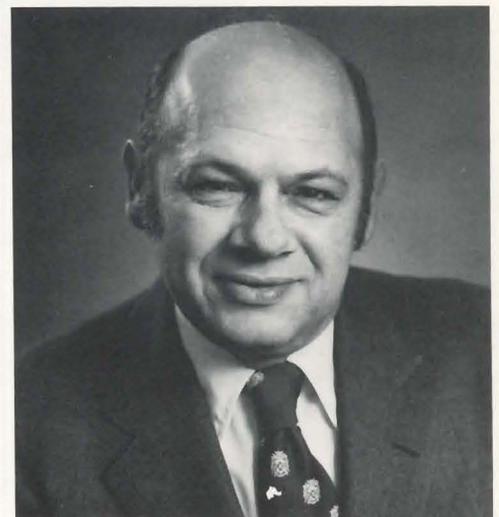


Mrs. Zichella and Fr. Whitemore

Anniversaries: During the past quarter, the director, the Rev. James R. Whitemore, presented continuous service awards to the following members of the staff:

Onaida Zichella, Food Services	40 years
Ariel Marsh, Supervising Porter Housekeeping	20 years
Thelma Blackwood, Supervising Maid Housekeeping	15 years
Barbara Farley, Food Services	15 years
Faye Argentine, Administrator Education Department	10 years
Teolinda Echavarria, Housekeeping	10 years

At Port Newark: At the Institute's Center in Port Newark, Mr. ANTHONY J. TOZZOLI, director of the port department of the Port Authority of NY/NJ spoke to members of the Greater Newark Chamber of Commerce. From deep channel dredging to foreign trade zones, he updated the membership on the problems and opportunities affecting the port. Detailing the legislation now before Congress on these crucial issues, he stressed the importance of its outcome on the future growth and productivity of the port and subsequently on the economic growth of New Jersey. This special luncheon meeting was arranged by the Institute and hosted by Public Service Gas and Electric of New Jersey.



Mr. Tozzoli

Maritime Friends of SCI Honor Sea-Land Executive

The Hon. Anthony D. Marshall, president of the Board of Managers of the Seamen's Church Institute greets the Maritime Friends and their guests on behalf of the Institute.

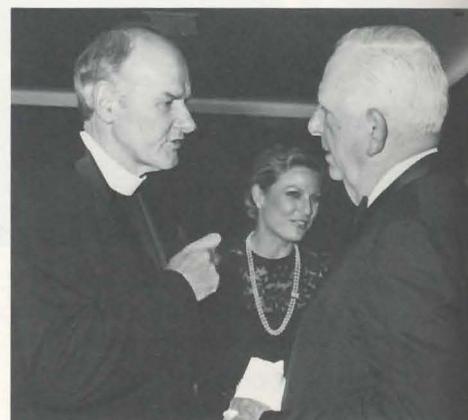


In spite of proverbial spring rains, the sixth annual dinner of the Maritime Friends of Seamen's Church Institute was a gala and glittering affair. From the 106th floor of Windows on the World where the dinner was held, the ballroom's panoramic view of the upper harbor and port of New York/New Jersey made it an apt setting for the hundreds of maritime executives and their guests attending the June 6 event.

Honored guest for the evening was Charles I. Hiltzheimer, chairman, president and chief executive officer of Sea-Land Industries Investments, Inc. (the transportation unit of R.J. Reynolds Industries, Inc.). He was being recognized by the Friends for his outstanding leadership in the maritime industry both in the United States and abroad.

When speaking to the Friends, Mr. Hiltzheimer's easy manner and resonant Virginia-accented voice was in marked contrast to the seriousness of his remarks concerning the plight of US shipping. He chided US shipping interests for being expert at describing their problems but delinquent in seeking ways of becoming economically competitive in the international maritime marketplace. Emphasizing that it is price which moves goods, he accused the domestic industry of "mental laziness" and the inclination to blame outside factors for the weaknesses in US Flag shipping.

The evening's host, SCI director James R. Whittemore chats with Malcom McLean. Among his other achievements, Mr. McLean is the person who conceived of and pioneered the development of container shipping.



Summarizing a number of points he had proposed to the Joint Maritime Congress in Washington earlier in the week, he contended that US shipping must replace current vessels with larger, cost-efficient ones by 1990, that there must be reasonable parity with crew costs on foreign ships and that US government policies must guarantee "fair access" to US carriers when such carriers are threatened by foreign government policies.

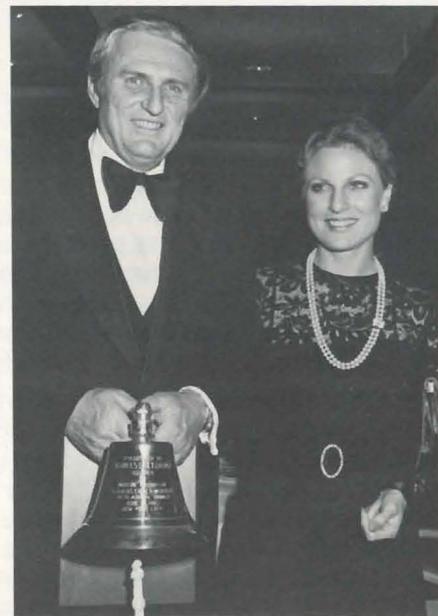


Honored guest Charles I. Hiltzheimer (c) reads the inscription on the silver Captain's Bell presented to him on behalf of the Maritime Friends by Dinner Chairman Walter C. Mink, Jr. (l).

Acknowledging that never before has there been a more supportive Congressional environment towards helping the nation's merchant marine, he called for a new commitment on the part of all maritime interests to revitalize their industry.

Prior to his address, Dinner Chairman Walter C. Mink, Jr., president of Mobil Shipping and Transportation Co. presented Mr. Hiltzheimer with an engraved silver Captain's Bell. Known as the Maritime Friends Bell, it will become the group's official annual award for outstanding leadership.

Mr. and Mrs. Hiltzheimer on their way to the evening's cabaret and dancing following the presentation.



"Jazz Is" Comes to New York



High-stepping dancers from JAZZ IS perform the "cake-walk" for an enthusiastic Battery Park audience.

As the world's largest containership operator, Sea-Land Service, Inc. is known for the ships and cargo it brings to and from the Port of New York/New Jersey.

This summer it also brought music to the people. In late July, it presented the premiere of a unique traveling musical, "Jazz Is", prior to the show's national tour.

Produced by the North Carolina School of the Arts and sponsored by R.J. Reynolds

(parent company of Sea-Land Services) the hour-long musical showcased 18 of the school's most talented singers, dancers and musicians. Complete with its own mobile stage, the show's cast and crew presented more than 40 performances in 25 cities during their 5 week coast to coast tour. Judging by the cheers following each number during their New York premiere, *Jazz Is* was well on the road to a resounding success.

In an average month some 500 ships arrive at the Port of New York/New Jersey flying flags of dozens of nations. To get them safely in and out of the port, one service each of these ships requires is a bar pilot, specifically a member of the Sandy Hook Pilots. Following several ship disasters in the last century which resulted in the heavy loss of life because no pilots were aboard, both New York and New Jersey passed legislation requiring, with few exceptions, pilot services on all vessels entering and leaving the port.

When Robert Jones, a Staten Island native, and now resident of Great Kills, graduated from Curtis High School in 1953, he had a dream shared by many young men, a career as a professional baseball player. Jones was good enough to be picked up by the then New York Giants, but after a two year hitch in the Army he came out and decided to follow in the steps of his father, a Sandy Hook Pilot.

"My father sponsored me for an apprentice spot. While I waited for an opening, I attended Wagner College and worked various jobs, including crewing on Moran tugs," said Jones, now Captain Jones, full Branch Pilot, as he talked above the roar of the diesel engine of the pilot cutter *Ambrose*. The motorboat was taking him from the old Coast Guard station at One Bay Street, St. George, Staten Island, now headquarters for the Pilots, to a ship across the Upper Bay in Brooklyn. The West German containership *E.L.M.A. Siete* had loaded at the new terminal in Red Hook, Pier 10, and was waiting for Captain Jones to come aboard and take her out.

Dressed in a business suit, Robert Jones looked more like a typical executive than a veteran mariner on his way to a ship. "I started my apprenticeship in 1958, became a Deputy Pilot in 1966, and in 1974 received my license as full Branch Pilot," Jones explained. He also explained that it takes fifteen years of combined apprentice training and deputy piloting to reach full Branch status. The term "Branch" comes from 14th century England, and refers to a man who has passed all the requirements and is able to pilot any size, or tonnage ship.

The official name of the local bar pilots' organization is "The United New York and the United New Jersey Sandy Hook Pilots Benevolent Associations," better known as the Sandy Hook Pilots. At one time there were two separate groups, but after 1895 they united. Although they have individual membership rolls and state licenses, they share income and expenses. The pilots are proud to trace their founding back to

The Sandy Hook Pilots

by Francis J. Duffy



Captain Robert Jones, Full Branch Pilot, of the Sandy Hook Pilots, Port of New York.



Apprentice Pilot Rick Schoenlack, on the bridge of the station boat NEW YORK, uses the VHF radio to talk to one of the pilots on a ship.

Pilot Jones checks the stern of the West German containership before he boards the ship to take her out to sea. Note the flying bridge, which is four stories above the main deck.



The 40 foot pilot motorboat *AMBROSE*, one of five such boats used to transfer pilots to and from the ships. One of these boats is always on duty, riding in the lee of the station boat, at the entrance to New York Harbor.



It's called the "Sandy Hook two-step," the swing on and off the motor boat, on a line, to the pilot boat on station. Two apprentice pilots stand by as the pilot (in white trousers) boards the *NEW JERSEY*.

1694, when New York passed the first law for pilotage. (There are even statutory injunctions dating back to Roman law and Hanseatic ordinances for pilots.)

"It's a long proud history," Captain Jones said, "and my own great-grandfather was killed in the line of duty as a pilot." Although still a dangerous job, piloting has come a long way from the days when port schooners would sail far out to sea to meet ships. Then pilots had to make the transfer in a yawl boat, powered by apprentices on oars. Hanging on the wall in the office at One Bay Street, is a list of pilots that have lost their lives in the line of duty.

While a Moran tug stood by the *E.L.M.A. Siete*, Captain Jones boarded the ship from the dock. "This is an easy way to come aboard a vessel," Jones said. "Most of the time we have to climb straight up the side (generally 30 feet) from our motorboat."

Captain Wilhelm Matties, master of the containership, greeted Jones and they discussed the new ship, her power and the fact that she had bow thrusters. Jones will take her out, but a special docking pilot from the Moran tug must first move her from the pier out into Buttermilk channel between Brooklyn and Governors Island.

Currently there are 127 pilots on the Sandy Hook roster and they rotate around the clock, seven days a week, always available to take a ship. When a pilot's name reaches the top of the list, he'll come to One Bay Street or go out to the station boat at the mouth of New York Harbor to wait for the ship.

The transfer from the pilot station boat to the motor launch and then to the ship, is always a dangerous maneuver, even in the inner harbor. After Jones brings the *Siete* out to Ambrose Light Tower, he'll climb down the side of the ship on a Jacob's ladder, jump aboard a dancing motorboat, and go back to the station boat to wait for another incoming ship. Regardless of weather, all transfers are done while the vessels are moving, with the unhappy prospect of falling into the sea, or worse, getting crushed between the ship



The Sandy Hook Pilots are based at One Bay Street, Staten Island. Pilots are listed on the large board, along with the ships they'll be boarding. The dispatchers use phones, teletype and VHF radios to carry out their work.



and pilot boat. At times the seas have been so rough that it has been impossible to drop the pilot off a ship and he has had to ride it to the next port of call and fly home.

The *E.L.M.A. Siete* turns quietly from the pier, with a minimum of effort and the docking pilot reboards the tug which gives a whistle salute to the ship as she sails off on her own. To show that a pilot is on board the ship, she flies the international signal flag "H," with white and red vertical rectangles. Jones carries a small, hand-held radio, to keep in contact with the motorboat, the tug, and the office at One Bay Street. To the layman, watching the ship sail looks easy but before Bob Jones, earned the right to take out a ship, he had to learn every part of the Port.

Taking Captain Jones to the *Siete*, the 40 foot diesel powered motorboat has her own skipper, twenty-six year old apprentice pilot, John Oldmixon, Jr., of Long Beach, Long Island. Oldmixon is typical of the thirty-two pilot apprentices now in training. He was sponsored by his father, a Branch Pilot, and completed a college degree before starting training. "I'm in my third year now and have my US coast Guard Operator's license for a 100 ton boat, carrying passengers." Oldmixon explains, as he returns the *Ambrose* to the Bay Street pier.

Although pilots are in the upper income bracket, apprentices have to work for years at the Federal minimum wage, six days on and three days off, with no vacations. "We start as junior men on the bottom doing all kinds of odd jobs on the boats, and going to school three days each month in a formal classroom, as well as doing special study projects in our spare time under one of the licensed officers," Oldmixon said. In a time when discipline seems out of style, apprentice pilots seem like a throwback in time using "Sir" or "Mister" when addressing a pilot. And there is never any "discussion" when an order is given.

The Sandy Hook Pilots have eight boats: two 200 foot long station boats, the *New York* and *New Jersey*; the 90 foot *Chapel Hill*, and five motorboats like the *Ambrose*.

All the boats are owned and operated by the pilots and are manned for the most part by apprentices in various stages of their training with the exception of some engineers and cooks.

When one of the 200 foot station boats is out at the entrance to the harbor at the Ambrose Light, the other is back at the Bay Street Pier. The *New York*, with large yellow letters "Pilot No. 1" painted on the side, was at the pier under the command of twenty-seven year old Rick Schoenlack, who as master of the boat was at the end of his apprenticeship. He has passed his US Coast Guard license for Master and First Class Pilot, and is now in the most intensive part of the program where he'll study for his Sixth Grade Pilot license. After seven and a half years in training, Schoenlack will at last go aboard a ship on his own as a Deputy Pilot, although he will be limited to ships with a twenty-four foot draft, and not over 10,000 gross tons. As a Deputy Pilot he'll ride over seven hundred ships before he reaches the top post of Branch Pilot.

"My uncle placed my name on the list for the apprenticeship when I was fourteen, but it's a long wait," Schoenlack said, as he stood on the bridge of the *New York*. While waiting for an opening, Rick completed a degree in history at Drew University. He now looks forward to becoming a Deputy Pilot at half the pay of a Branch, but much more than apprentice.

The pilots pool the fees for their work, which is based on the draft of the vessel they are handling; and the Association, of which they're all members, owns the boats and other equipment. Each group has its own president — Captain William Pater-son for New York, and Captain Thomas McGovern for New Jersey. The presidents are selected from the four executive board members who are elected by the membership at large. Each of the 127 pilots can sponsor one apprentice, and when he makes pilot, sponsor another candidate. The pilots are a democratic guild in a modern world.

How much do pilots earn in a year? Like most private businessmen, pilots are not too anxious to talk about their income, but

Captain Bob Jones did give \$68,000 as the average. However, Jones was quick to point out that the Sandy Hook Pilots are second from the bottom in income of the fourteen major American seaports.

The pilots' income is not excessive when consideration is given to the long years as an apprentice at minimum wage, the responsibility, stress and dangers of the job, their working in all kinds of weather, and the value of the ships and cargo. All the Sandy Hook pilots are union men, members of the Masters, Mates & Pilots, the same union that represents most of the deck officers on US flag ships. "We need the political help that the international union can provide, and the association with other pilot groups in the country," was Captain Jones' answer to why they joined the union.

Although the total tonnage handled by the Port of New York/New Jersey has been increasing and the port is still number one in the nation, the size of the ships has also been increasing which means less demand for pilots. "I'm concerned that my sons won't have the same opportunity for an apprenticeship and becoming a Branch Pilot that I had," Captain Jones said. There is still the unresolved question of women pilots and many of the present pilots have daughters whom they would like to see considered for apprentice training.

The work of bar pilots like the Sandy Hook group is far from easy, and recent studies show that ships' pilots suffer the same type of stress as air controllers. They hold responsibility for quick decisions with the possibility of the loss of large amounts of property, destruction of the marine environment or even loss of life. There are few jobs today, however, that offer such security, financial rewards, opportunity to make policy through the Association, or the prestige of a bar pilot. Although modern ships are larger, have more powerful engines, and may even be run in part by computers, it is still the knowledge and skill of the pilot that brings them safely in and out of port. A formidable and crucial task however you consider it. ■

SEAMEN'S CHURCH INSTITUTE

OF NEW YORK AND NEW JERSEY

148th

ANNUAL REPORT / 1981

Purpose

From its earliest days as a floating chapel to its present operation 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.

Therefore, 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.



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Mr. Marshall

**A report from
The President of the Board
of Managers
The Hon. Anthony D. Marshall
to the
Annual Meeting
of the
Seamen's Church Institute
of New York and New Jersey**

Two years ago this month I was privileged to have been elected President of the Seamen's Church Institute.

We are nearing our 150th anniversary. When SCI started in 1834 it was known as the Auxiliary Mission and Education Society. In 1906 its name was changed to the Seamen's Church Institute of New York, and in 1978, "and New Jersey" was added.

New York City has - and continues - to change. We must see that we keep pace with the change.

SCI's present home is its latest in a continual change to meet or adapt to the times. Having started as a floating chapel, then moved to South Street, that building was sold in 1968 and we came to this elegant twenty-two storied headquarters, built to our specifications, and which we own.

The view from our windows looks out over the entrance to New York Harbor, where the Hudson River joins the Atlantic, and where islands and promontories were settled and developed by visitors from overseas. While the speed of aircraft has added a dimension to transportation, it is still ships that we count on for trade.

As you came to this meeting you passed by the Battery Park. At the time SCI built its first floating chapel, then located on the East River, a boardwalk had been built along the shoreline from Pier 1 to South Ferry. Castle Clinton, erected at the time of the War of 1812, stood 200 feet offshore, connected by a bridge to the mainland. In 1822 Congress ceded the property to the city, and it was then converted into an "amusement establishment" called Castle Garden, where operas were heard and meetings held. It wasn't until 1854, twenty years after SCI had been launched, that the land was filled in to become what is now Battery Park, in this, the most fashionable part of the city. In 1835, a year after SCI was founded, S.F.B. Morse, inventor of the telegraph, publically demonstrated by means of a wire coiled about the interior of Castle Garden, the practicability of electric current. Between 1855 and 1860 Castle Garden was used as an immigrant bureau; and in 1896 became an aquarium.

One hundred and forty-eight years ago packet ships dropped anchor off the Battery, and crowds gathered along the shore to listen to sailors sing their chanties, or sea songs. The first public street conveyance, a little horse-drawn car, started service from Prince to 14th Street, a route it followed until 1917. By 1834 the Liverpool packets of the Collins Line, The Black Ball, Swallow Tail, Red Cross, Dramatic and State Lines had begun to establish regular sailing dates.

A point in my giving you this taste of the past, here on the lower tip of Manhattan, is to place the present in

perspective. There may well be as much change in the future as there has been in the past. We must face the thoughtfulness of growth and adaptation with imagination, determination and intelligence.

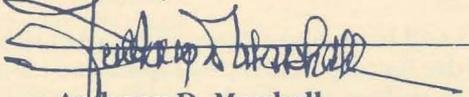
The *purpose* of SCI has *not* changed. Our task is to assist seafarers - their welfare and needs, giving them both spiritual comfort and temporal. *How* we meet these requirements is the determination of this Board and implementation by the Director and staff of SCI.

I have addressed myself at recent Board meetings to the importance of skillful use of our assets. A study is currently underway by the firm of Weinstein and Associates to advise us on the most efficient and economic use of our real estate. The finance committee is reviewing the status of our financial portfolio. The Director, acting with the advice of his staff, has already adopted new policies with regard to management: the employment of time and people.

While these actions are being undertaken in order to determine how SCI might save money, we are also planning for new, aggressive actions on the development - fundraising - front. The Board, both as a whole, and as individuals, will be hearing more regarding development activities in the near future.

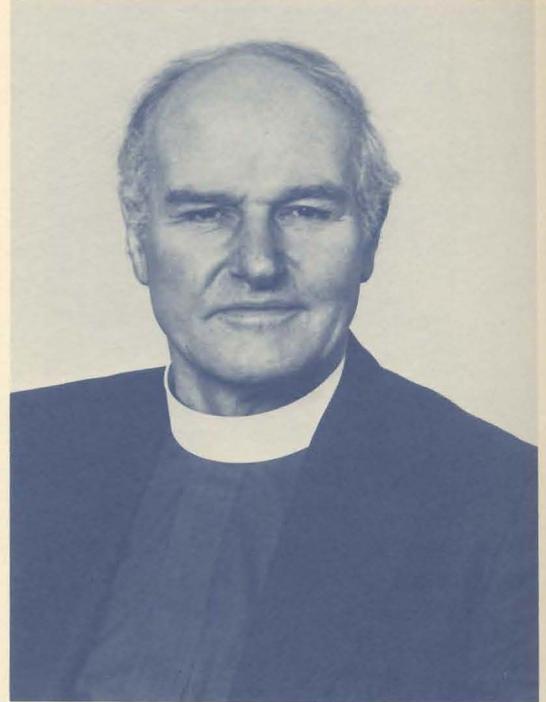
It is the Board of SCI that is primarily and ultimately responsible for the image, direction and success of the Institute. We have much talent and experience to call on. We have members with great longevity, reaching back to 1933 and 1923, among our Honorary Board Members. While making a special point that there have been many on the Board who have given their time and efforts to SCI, I hope to involve you all even more in the future of your institution. We have some hard work ahead: difficult decisions to make regarding our assets; innovative and new means of increasing our endowment; and most important of all, a continuing, conscious attention to our task of serving the seamen who visit this city.

Cordially,



Anthony D. Marshall
President

February 18, 1982



Fr. James R. Whittemore

The 1981 Annual Report of The Director to the Board of Managers of the Seamen's Church Institute of New York and New Jersey

Herman Melville, born on the site of this building, writes in *Moby Dick*: "The world's a ship on its passage out and not a voyage complete." We can look back with romantic nostalgia to our beginnings as a floating chapel, but as Melville's metaphor reminds us, we are still in passage. We are underway, moving on course, but given the uncertainties of our time, the way is not entirely clear.

But as an Institute rooted in a 148 year old tradition of Christian service and girded by our God with hope, we do not fear what lies ahead.

This has been a good year in many ways. We have witnessed a reaffirmation of this mission of service to seafarers and the maritime industry. And we have made strides toward providing a sound economic, programmatic and theological base for our sustained development and growth in the closing decades of the twentieth century. In fact, as we approach the Institute's 150th anniversary, I believe the Seamen's Church Institute is stronger than ever before in its history. Equally important is that we are perceived as a strong, vigorous and vital contributor to the welfare of seafarers, the maritime industry and the New York/New Jersey port community.

A few highlights from last year offer support for my confidence:

First, 1981 was a record year for foundation, individual and corporate grants to the Institute. We met the \$1 million challenge grant from the Astor Foundation. Our endowment has been strengthened and our public credibility as a vital, productive, ecumenical, not-for-profit agency is strong. Particular credit should be given to Mrs. Mary B. Rice, our very able Director of Development for the past two and one-half years.

Second, despite a modest total surplus attributable to additions in endowment, we did incur a significant year-end operating deficit. We continued to recognize the need for constantly evaluating our programs and organization to insure the efficiency of our operations. This led to a management realignment and the addition of an outstanding Director of Finance to our staff, Mr. Arthur Bottinger. In addition, we began a major planning study of our total resources to ensure adequate and stable long-term funding for maintenance of our programmatic services in the year ahead. We also made some headway with the Port Authority regarding financial support of our New Jersey operations.

In addition, our Personnel Director, Sarah Peveler, continued to help develop a program of job descriptions and appraisal conducive to greater productivity and accountability for Institute objectives from staff at all levels.

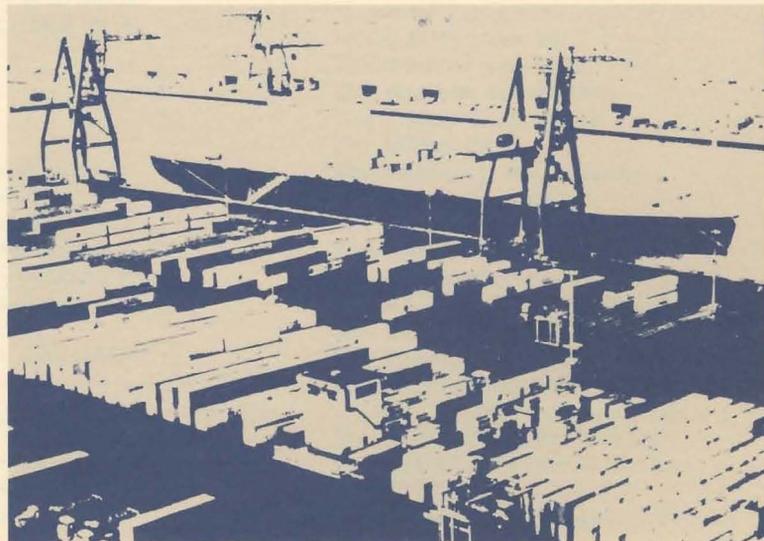
Third, your presence here today testifies to the new expansion of our Board of Managers. In reality your dedica-

tion and support - and especially that of the executive committee headed by Tony Marshall - has been instrumental to our progress. I feel that our Board is now becoming truly representative of the maritime industry both in New Jersey and New York and of public-spirited citizens who recognize the importance of and care about seafarers. I would like to record with sorrow the death of Alexander O. Viotor who served this Board of Managers so ably for 42 years.

Fourth, our mission of service to seafarers has been strengthened. Our ship visiting program is gaining new recognition in the media, the industry and among the public. We have been privileged to have as the Acting Director of Seafarers' Services the Rev. Michael Chin who has brought an Asian perspective to our work. Last year our multi-lingual ship visitors reached some 5,065 vessels in Brooklyn, Manhattan, Staten Island, Port Newark/Elizabeth and the other ports of New Jersey. They were assisted by three summer seminarian interns who increased our language skills to 17.

Fifth, we have initiated a program of advocacy of seafarers' rights which is also earning us substantial recognition - not as a passive bystander - but as a contributor of meaningful solutions to the problem. We have received endorsement and the encouragement of groups as diverse as the AFL-CIO, The House Subcommittee on Merchant Marine, the Liberian and Panamanian governments, admiralty lawyers, and the Vatican.

Sixth, we have committed ourselves to meeting several of our perennial challenges in new ways. Instead of lamenting the lack of communication between seamen, maritime business, labor and government in Port Newark/Elizabeth, NJ we have moved responsibly and systematically to fill the gap. One result is publication of the port's first quarterly newspaper, the *Port Packet*. Another is the increased sense of community, mutual recognition and shared responsibility among all those who work within the port.



Seventh, our educational program - including both the Merchant Marine School and the Franklin D. Roosevelt Institute of Maritime Studies has been strengthened and expanded. Under the leadership of Deputy Director, Frank Huntington, we are today offering courses at the cutting edge of the industry's technology and managerial concerns. The recent transfer of the Radar School from the US Maritime Administration to the Institute underlines our commitment to making the Seamen's Church Institute a major force in maritime industry educational services and the government's confidence in our abilities to do so.

There is, of course, much more. Our entire communications program - directed by Carlyle Windley - is being overhauled and is having an extremely favourable impact on the public and the Institute's personnel and programs. We are working with business leaders, city, state and federal officials in a meaningful way on issues affecting the maritime industry. Our leadership in coordinating seafarers' services programs on the international level has been strengthened.

The Maritime Friends of SCI has broadened its membership and taken on new responsibilities on behalf of the Institute.

Services available to the community have continued to be provided - from the 16,000 volume Joseph Conrad Library to superior art exhibits held on a regular basis.

Hotel, conferencing and food service facilities under the direction of Peter Grabowski served record numbers and counseling services for seafarers, our volunteer program and our Christmas-at-Sea project all contributed to the past year's success. And still there is more.

Certainly a key to our success has been this Board's participation and support. I thank you for it, and trust that your faith in the Institute and its future is being confirmed. I also want to thank our staff for their work and support. All of us, I believe, share in the successes of the past year. Together we have provided steadfast witness to the integrity of our mission and faith in the future.

To return to Melville's image, we are still, however, a "Ship in its passage out and not a voyage complete". But we are sustained by a God of hope for seafarers, for the industry, and for ourselves. And hope is after all what the Institute is all about.

Respectfully submitted,

James R. Whittmore

The Rev. James R. Whittmore,
Director

February 18, 1982

**The Seamen's Church Institute
of New York and New Jersey
gratefully acknowledges
the special gifts, memorials and bequests
received in 1981
honoring the following persons:**

MEMORIALS 1981

George Ash
Muriel Ashwell
A.T. Bidwell
George H. Blohm
Wessel C. Brodhead
Albert Brown
Louis V. Bruer
Frank T. Brundage
Stephen Carse
Melvin Chapman
Albert F. Chrystal
E. Hilton Clinch

Maude D.F. Cooper (Birthday)
John S. Dawson
Constance Bullard Dimock
Alf C. Ebbesen
Samuel Eberstein
Betty Eichelberger
Dr. Kendall Emerson
Captain Hiram Glotfelter
H.E. Higginbotham
Mrs. W. Hogan
Bartlett Braxton Jones
William H. Jones

Mrs. Leland Jordan
Anna Kern
Franklin Hallet Lovell
Mr. George Mann
Charles H. Marshall
Mrs. Harry Mitchell
George A. Molleson
Fred W. Moore
Jean B. Moortgat
Daniel Moriarty
Virginia Nelson
Mr. & Mrs. Walter S. Nelson
Florence L. Outerbridge
James W. Parshall
Captain James Peterson
Mr. A.W. Rice
John S. Rogers
William L. Russell

Max R. Stirn
Samuel Stretch Memorial Fund
Dr. Charles R. Weeth
Admiral Wills
Stanley Wilson
Dr. William B. Wilson

LEGACIES/BEQUESTS 1981

Helen Bollinger
Charles T. Butler
Bertha P. Dix
Anna M. Miller
Henrietta M. Montgomery
Louis M. Plansoen
Iola C. Rickard
Margaret Scales
Margaret L. Sussman

**All special gifts and memorials were matched in full by the
Vincent Astor Foundation challenge grant and were
credited to the Endowment Fund of the Institute.**

Development Report

Contributions, grants and bequests to the Institute in 1981 totaled \$1,292,000. Of this total over \$500,000 was made to the endowment fund — including the \$171,000 needed to more than complete the Astor Matching Campaign.

In addition, Institute Board participation remained strong and the membership of the Maritime Friends of Seamen's Church Institute raised and contributed over \$87,000 to the Institute's operating funds.

Individual, foundation, corporate and parish giving continued to grow in 1981. Among those organizations making major annual or special gifts were:

American President Lines, Ltd.
American Stock Exchange, Inc.
Booth Ferris Foundation
Cleveland H. Dodge Foundation
Consolidated Edison Company
of New York
Constans-Culver Foundation
Cunard Line Limited
Gibbs Brothers
Grace Foundation, Inc.
Hamilton Roddis Foundation, Inc.
Hapag-Lloyd (America), Inc.
Herman Goldman Foundation
Holland Lodge Foundation, Inc.

International Longshoremen's
Association, AFL-CIO
Inverclyde Bequest Fund
James A. MacDonald Foundation
J. Aron Charitable Foundation, Inc.
J.P. Stevens Co., Inc. Foundation
L.A.W. Fund, Inc.
Lifesaving Benevolent Association
of New York
Maher Terminals
Manufacturers Hanover Trust Company
Military Sealift Command, Atlantic
(Recreation Fund)
Mobil Foundation, Inc.

Moore-McCormack Lines, Inc.
Morgan Guarantee Trust Company
of New York
Otis Elevator Company
Public Service Electric
and Gas Company
Sasco Foundation
Sea-Land Industries, Inc.
Seres Shipping, Inc./Seagroup, Inc.
St. James' Church
Stone & Webster, Inc.
The Bank of New York
The Bodman Foundation
The Chubb Corporation
The Dillon Fund
The Emmett J. McCormack
Foundation, Inc.
The Ganlee Fund
The Loomis Foundation
The Mandeville Foundation, Inc.
The R.J. Schaeffer Foundation, Inc.
The Rudin Foundation, Inc.
The Seamen's Bank for Savings
The Seth Sprague Educational
and Charitable Foundation
The Woman's Seamen's Friend
Society of Connecticut, Inc.
Trinity Church
Wm. H. McGee & Company, Inc.

**Summary of
Services/1981
Seamen's Church
Institute of New York
and New Jersey**

AT 15 STATE STREET, N.Y.C.

2,347

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

43,404

Seamen, representing 62 foreign nations, entertained in the International Seamen's Club.

230

Services held in the Chapel.

76,752

Rooms occupied by merchant seafarers.

891

Seafarers enrolled in SCI Merchant Marine School (Deck 741; Engine 150) plus MARAD radar school 445, recertification 393.

660

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, Bahamas, Belgium, Brazil, England, Chile, China, Colombia, Denmark, Ecuador, France, Germany, Ghana, Greece, Guatemala, India, Indonesia, Israel, Italy, Japan, Korea, Liberia, Netherlands, Nicaragua, Norway, Pakistan, Panama, Peru, Philippines, Portugal, South Africa, Sweden, Turkey, United States, Venezuela, Yugoslavia.

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

45,625

People used the Conrad Library.

51,481

Books and magazines distributed aboard ships in the NY port.

7,836

Pieces of luggage stored in SCI Baggage Room.

223,372

Meals served.

28,145

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

9,405

Christmas-at-Sea gift boxes prepared for seafarers.

1,030

Credit issues to seafarers for meals, lodging, emergency needs. (56% return rate)

2,196

Pastorial interviews.

101

AA meetings held.



2,891

American and foreign ships visited, including U.S. and foreign tanker ships.

44,491

Books and magazines distributed aboard ships in N.J. ports.



9,119

Seafarers transported.

19,640

Seafarers used the Center.



900

Seafarers used playing field; 69 official soccer matches plus track and field competitions held.



381

Religious services held in the Center.



2,371

Overseas telephone calls placed for seafarers.

5,749

Letters and postcards mailed for seamen.

REGISTRY OF VESSELS BERTHING IN NORTHERN NJ PORTS: **Argentina, Belgium, Brazil, Canada, Chile, China, Colombia, Denmark, Ecuador, England, Iceland, India, Indonesia, Israel, Italy, Japan, Korea, Liberia, Mexico, Netherlands, Nicaragua, Norway, Pakistan, Panama, Peru, Philippines, Poland, Portugal, Russia, South Africa, Spain, Sweden, Turkey, United States, Yugoslavia.**

**Seamen's Church Institute
of New York and New Jersey**

Balance Sheet

December 31, 1981

with comparative totals for 1980

	CURRENT FUNDS	PLANT FUNDS	ENDOWMENT FUNDS	TOTAL ALL FUNDS	
				1981	1980
ASSETS					
Cash	\$ 225,731	—	47,725	273,456	361,253
Investments (note 3)	87,575	—	5,076,673	5,164,248	5,436,336
Accounts receivable, less allowance for doubtful accounts of \$6,200 in 1981 and \$13,000 in 1980	215,969	—	—	215,969	156,055
Grants and pledges receivable	92,139	—	145,015	237,154	100,000
Accrued interest receivable	79,850	—	—	79,850	79,963
Mortgage notes receivable (note 5)	73,298	—	—	73,298	48,810
Inventory	58,970	—	—	58,970	51,732
Prepaid expenses and other assets	31,283	—	—	31,283	64,271
Property, plant and equipment at cost, less accumulated depreciation of \$2,927,116 in 1981 and \$2,669,560 in 1980 (note 4)	—	9,763,246	—	9,763,246	9,885,266
Due (to) from other funds	7,951	—	(7,951)	—	—
	<u>\$ 872,766</u>	<u>9,763,246</u>	<u>5,261,462</u>	<u>15,897,474</u>	<u>16,183,686</u>
LIABILITIES AND FUND BALANCES					
Accounts payable	414,019	—	—	414,019	146,258
Accrued expenses and sundry liabilities	69,399	—	—	69,399	164,754
Short-term bank note payable - interest at prime	200,000	—	—	200,000	—
Note payable	4,274	—	—	4,274	6,487
Deferred restricted support	59,367	—	1,109	60,476	100,000
Mortgage note payable (note 6)	—	22,443	—	22,443	26,371
Due to affiliate	3,830	—	—	3,830	—
Total liabilities	<u>750,889</u>	<u>22,443</u>	<u>1,109</u>	<u>774,441</u>	<u>443,870</u>
Fund balances (deficit):					
Unrestricted	111,822	—	—	111,822	522,714
Restricted	—	—	—	—	49,748
Restricted - nonexpendable	—	—	5,590,390	5,590,390	4,889,116
Net investment in plant	—	9,740,803	—	9,740,803	9,858,895
Net unrealized gain (loss) on investments	10,055	—	(330,037)	(319,982)	419,343
Total fund balances	<u>121,877</u>	<u>9,740,803</u>	<u>5,260,353</u>	<u>15,123,033</u>	<u>15,739,816</u>
Total liabilities and fund balances	<u>\$ 872,766</u>	<u>9,763,246</u>	<u>5,261,462</u>	<u>15,897,474</u>	<u>16,183,686</u>

See accompanying notes to financial statements.

**Seamen's Church Institute
of New York and New Jersey**

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

Year ended December 31, 1981
with comparative totals for 1980

	1981					TOTAL ALL FUNDS	
	CURRENT FUNDS			PLANT FUNDS	ENDOWMENT FUNDS	1981	1980*
	UNRESTRICTED	RESTRICTED	TOTAL				
Support and revenue:							
Support - contributions and grants	\$ 579,561	125,454	705,015	40,941	546,078	1,292,034	1,167,761
Revenue:							
Program services:							
Hotel, conference and food service	3,305,723	—	3,305,723	—	—	3,305,723	2,882,576
Seafarer's Services	216,701	—	216,701	—	—	216,701	101,754
Education	328,500	—	328,500	—	—	328,500	295,664
Other:							
Investment income	430,547	64,821	495,368	—	—	495,368	433,381
Net realized gain on investment transactions	6,708	—	6,708	—	148,689	155,397	134,114
Rental income, net of expenses	32,410	—	32,410	—	—	32,410	66,657
Miscellaneous	12,973	—	12,973	—	—	12,973	1,264
Total revenue	4,333,562	64,821	4,398,383	—	148,689	4,547,072	3,915,410
Total support and revenue	4,913,123	190,275	5,103,398	40,941	694,767	5,839,106	5,083,171
Expenses:							
Program services:							
Hotel, conference and food service	3,169,903	—	3,169,903	202,438	—	3,372,341	2,733,811
Seafarer's Services	728,338	110,705	839,043	7,212	—	846,255	586,521
Education	489,973	79,570	569,543	38,376	—	607,919	530,337
Total program services	4,388,214	190,275	4,578,489	248,026	—	4,826,515	3,850,669
Supporting services:							
Management and general	780,402	—	780,402	6,954	—	787,356	707,070
Fund raising	126,074	—	126,074	2,576	—	128,650	176,702
Total supporting services	906,476	—	906,476	9,530	—	916,006	883,772
Total expenses	5,294,690	190,275	5,484,965	257,556	—	5,742,521	4,734,441
Excess (deficiency) of support and revenue over expenses before net unrealized loss on investments	(381,567)	—	(381,567)	(216,615)	694,767	96,585	348,730
Net unrealized loss on investments	(15,525)	—	(15,525)	—	(723,800)		
Other changes in fund balances:							
Purchase of fixed assets	(84,595)	—	(84,595)	84,595	—		
Reclassification of funds	39,748	(39,748)	—	—	—		
Payment of mortgage note	(3,928)	—	(3,928)	3,928	—		
Other	19,450	—	19,450	—	6,507		
Fund balances, beginning of year	548,294	39,748	588,042	9,868,895	5,282,879		
Fund balances, end of year	\$ 121,877	—	121,877	9,740,803	5,260,353		

* Certain items in 1980 have been reclassified to conform to the 1981 presentation.

See accompanying notes to financial statements.

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

Year ended December 31, 1981
with comparative totals for 1980

	PROGRAM SERVICES			
	HOTEL CONFERENCE AND FOOD SERVICE	SEAFARER'S SERVICES	EDUCATION	TOTAL
Salaries	\$1,395,120	354,902	235,256	1,985,278
Employee benefits and payroll taxes	272,385	78,640	41,120	392,145
Total salaries and related expenses	1,667,505	433,542	276,376	2,377,423
Cost of goods sold	652,284	62,900	—	715,184
Rooms expense	12,825	—	—	12,825
Professional fees	28,455	24,693	64,380	117,528
Supplies	134,565	45,221	9,280	189,066
Books, equipment and other supplies	20,556	9,625	26,922	57,103
Telephone and telegraph	21,327	40,905	—	62,232
Postage and shipping	529	5,574	5,401	11,504
Occupancy	428,198	76,616	127,042	631,856
Real estate taxes	56,500	1,200	6,300	64,000
Maintenance, repairs and equipment rental	63,633	16,273	4,857	84,763
Travel and entertainment	3,138	23,379	1,780	28,297
Conferences, conventions and meetings	—	7,336	3,696	11,032
Printing and publications	761	6,358	27,552	34,671
Insurance	24,658	13,686	7,505	45,849
Awards and grants	—	643	—	643
Miscellaneous	54,969	71,092	8,452	134,513
Expenses before depreciation	3,169,903	839,043	569,543	4,578,489
Depreciation	202,438	7,212	38,376	248,026
Total expenses	\$3,372,341	846,255	607,919	4,826,515

See accompanying notes to financial statements.

SUPPORTING SERVICES

MANAGEMENT AND GENERAL	FUND RAISING	TOTAL	TOTAL EXPENSES	
			1981	1980
289,512	72,108	361,620	2,346,898	1,928,460
64,235	11,693	75,928	468,073	449,422
353,747	83,801	437,548	2,814,971	2,377,882
—	—	—	715,184	604,727
—	—	—	12,825	38,168
271,065	26,275	297,340	414,868	248,747
3,056	1,280	4,336	193,402	68,586
7,440	703	8,143	65,246	44,719
—	—	—	62,232	28,917
3,121	2,106	5,227	16,731	10,406
35,988	3,000	38,988	670,844	532,426
1,800	—	1,800	65,800	30,000
1,956	2,006	3,962	88,725	62,650
11,407	862	12,269	40,566	18,735
3,705	—	3,705	14,737	18,923
50,262	5,385	55,647	90,318	77,307
6,262	—	6,262	52,111	50,184
16,274	—	16,274	16,917	16,229
14,319	656	14,975	149,488	255,386
780,402	126,074	906,476	5,484,965	4,483,992
6,954	2,576	9,530	257,556	250,449
787,356	128,650	916,006	5,742,521	4,734,441

**Seamen's Church Institute
of New York and New Jersey
Notes to Financial Statements
December 31, 1981**

(1) Organization

The Seamen's Church Institute of New York and New Jersey (the Institute) was established in 1834 and incorporated by an act of the New York State legislature in 1844. The Institute is exempt from Federal income taxes under Section 501(c)(3) of the Internal Revenue Code.

(2) Summary of Significant Accounting Policies

Fund Accounting

In order to ensure observance of limitations and restrictions placed on the use of the available resources, the accounts and financial activities are classified for accounting and reporting purposes into fund groups. Externally restricted funds may only be utilized in accordance with the purposes established by the source of such funds and are in contrast with unrestricted funds, over which the Board of Managers retains full control to use in achieving the Institute's purposes.

Endowment funds are subject to the restrictions of gift instruments requiring in perpetuity that the principal be invested and the income only be utilized.

Investment in plant, including land, buildings, furniture and fixtures, is accounted for in the plant fund. Amounts restricted by donors for the acquisition or construction of physical properties and facilities are also accounted for in the plant fund. To the extent that current funds are used to finance the purchase of furniture and fixtures, the amounts so provided are accounted for as transfers to and assets of the plant fund.

All gains and losses arising from the sale, collection, or other disposition of investments and other noncash assets are accounted for in the fund which owned such assets. Ordinary income derived from investments, receivables, and the like is accounted for in the fund owning such assets, except for income derived from investments of endowment funds, which income is accounted for in the fund to which it is restricted or, if unrestricted, as revenues in the current unrestricted fund.

Fiscal Year End

In 1981, the Institute changed its accounting period from a fifty-two week year to a fiscal year ending December 31. This change had no material effect upon the Institute's 1981 financial statements.

Inventory

Inventories are recorded at cost or market value, whichever is lower.

Property, Plant and Equipment and Depreciation

Property, plant and equipment are stated at cost. Depreciation is being provided on substantially all property on the straight-line basis over their estimated useful lives which range from four years for furniture and fixtures to fifty years for buildings.

Other significant accounting policies are set forth in the financial statements and in the following notes.

(3) Investments

Investments are carried at market and are summarized as follows:

	1981			1980		
	COST	MARKET VALUE	UNREALIZED APPRECIATION (DEPRECIATION)	COST	MARKET VALUE	UNREALIZED APPRECIATION (DEPRECIATION)
Common stock	\$2,453,790	2,511,415	57,625	2,146,693	2,927,754	781,061
Preferred stock	306,621	140,113	(166,508)	313,930	151,550	(162,380)
Bonds	2,130,019	1,918,920	(211,099)	2,250,236	2,050,898	(199,338)
Short-term investments	593,800	593,800	—	306,134	306,134	—
	<u>\$5,484,230</u>	<u>5,164,248</u>	<u>(319,982)</u>	<u>5,016,993</u>	<u>5,436,336</u>	<u>419,343</u>
Allocable to:						
Current funds	77,520	87,575	10,055	320,098	345,678	25,580
Endowment funds	5,406,710	5,076,673	(330,037)	4,696,895	5,090,658	393,763
	<u>\$5,484,230</u>	<u>5,164,248</u>	<u>(319,982)</u>	<u>5,016,993</u>	<u>5,436,336</u>	<u>419,343</u>

(4) Property, Plant and Equipment

Property, plant and equipment are summarized as follows:

	1981	1980
Land	\$2,016,396	2,016,396
Buildings	9,283,624	9,283,624
Furniture and fixtures	1,390,342	1,254,806
	<u>12,690,362</u>	<u>12,554,826</u>
Less accumulated depreciation	2,927,116	2,669,560
	<u>\$9,763,246</u>	<u>9,885,266</u>

The Institute's lease with the Port Authority of New York and New Jersey (the Port Authority) for use of certain land at Port Newark expired on April 30, 1980. Although title to the Mariners International Center constructed on this site was transferred to the Port Authority upon termination of the lease, the depreciated cost of the building (approximately \$695,000) is being carried on the Institute's books as the Institute expects to negotiate a new lease with the Port Authority.

(5) Mortgage Notes Receivable

The two mortgage notes receivable are collateralized by real property. They are payable in monthly installments of \$587 and \$224, respectively, including interest at 6% and 8% with final payment due in 1989 and 2006.

(6) Mortgage Note Payable

The mortgage note payable is payable in quarterly installments of \$1,300 including interest at 5-1/2% with final payment due in 1985.

(7) Pension Plans

The Institute maintains a non-contributory pension plan for substantially all employees. Total pension expense for 1981 and 1980 was approximately \$92,500 and \$88,500, respectively. The Institute's policy is to fund pension cost accrued. As of March 31, 1981 (the date of the latest actuarial valuation) the plan's net assets exceeded the actuarially computed value of vested benefits. As a church organization, the Institute is not required to report the plan's accumulated benefits and net assets pursuant to the Employee Retirement Income Security Act of 1974, and consequently the information is not available.



Peat, Marwick, Mitchell & Co.

Certified Public Accountants

345 Park Avenue
New York, New York 10154

The Board of Managers
Seamen's Church Institute of
New York and New Jersey:

We have examined the balance sheet of Seamen's Church Institute of New York and New Jersey as of December 31, 1981 and the related statements of support, revenue, expenses and changes in fund balances and of functional expenses for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the aforementioned financial statements present fairly the financial position of Seamen's Church Institute of New York and New Jersey at December 31, 1981 and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Peat, Marwick, Mitchell & Co.

May 14, 1982

In Support of the Institute

MODES OF GIVING

To carry on its work, SCI depends on the financial support of its friends nation wide. Gifts may be made in a number of ways with definite advantages for the donor for unrestricted purposes, for 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 receive 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:

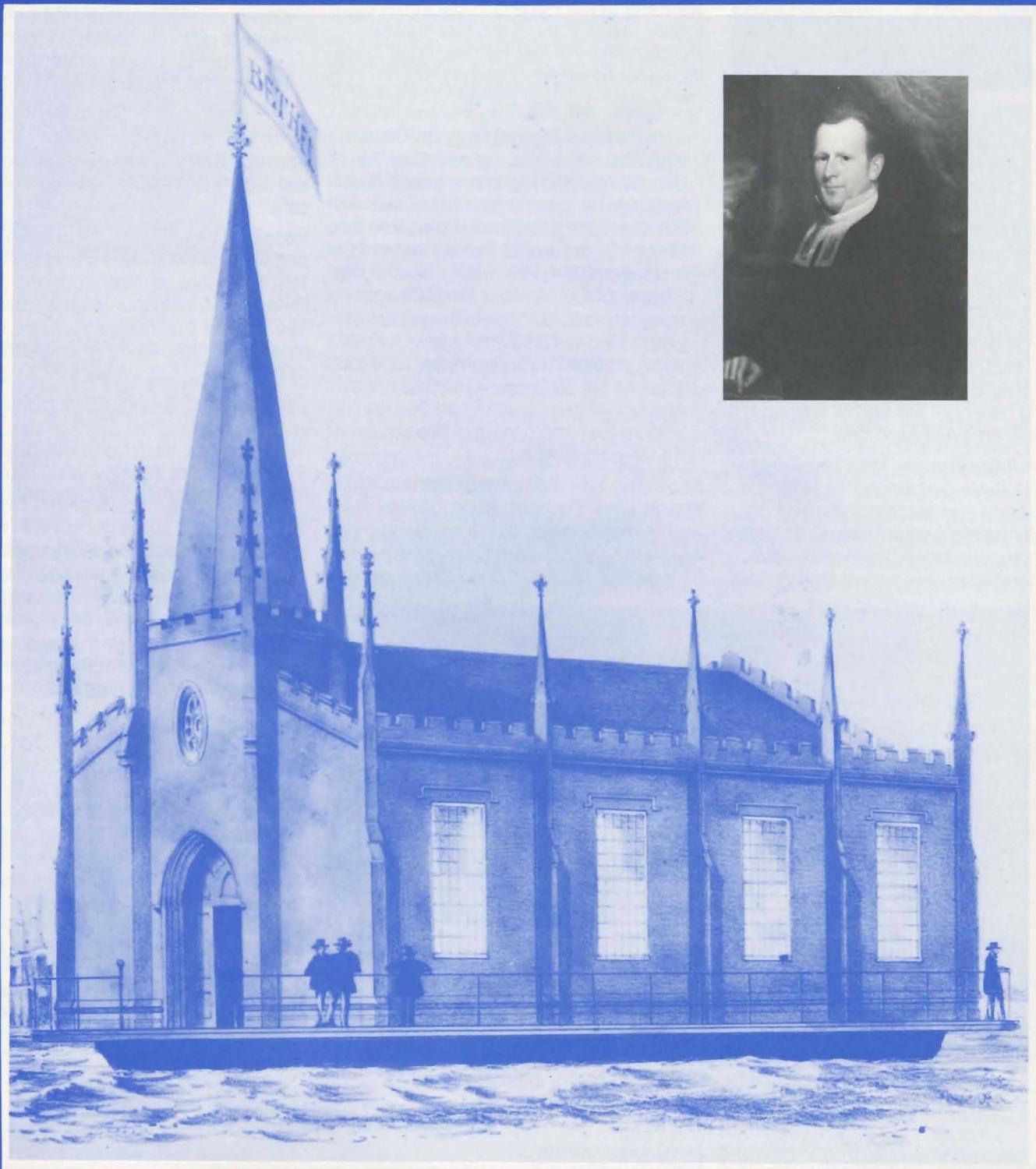
"I give _____ (dollars) to Seamen's Church Institute of New York and New Jersey, a New York Corporation having its principal office at 15 State Street, New York, N.Y. 10004, for the general purpose of said Institute."

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).

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, NY 10004. Telephone: 212/269-2710.

The Era of the Floating Chapels



SCI's first Floating Church of Our Saviour (1844-1866) moored at the foot of Pike Street, East River NYC.

The Reverend Benjamin Clarke Cutler Parker, missionary to the first Floating Church of Our Saviour from 1844 until his death in January 1859.



It has been roughly 70 years since the last of the Institute's floating chapels was retired. But the romance, novelty and symbolism of these waterborne churches for seafarers still sparks the imagination — to such degree that some suggest a replica of the first floating church should again be moored along the shore of lower Manhattan in recognition of the importance of seafarers and shipping - past and future - to the Port of New York/New Jersey. At present, such speculation on another SCI floating chapel is only conjecture, but certainly the history of the earlier floating chapels is an event-filled one.

For more than 60 years, the three successive chapels resided among the tall ships, sidewheelers and steamers docked on lower Manhattan's waterfront. Countless thousands of mariners and landlubbers, alike, attended services of worship aboard

them; and the chapel missionaries truly dwelt among their flock: ministering to the often desperate need of seafarers and river boatmen while seeking to change the pervasive, deplorable conditions of waterfront life.

But perhaps no single incident was more alarming to the Reverend Benjamin C.C. Parker, missionary of the first floating chapel, than the one he describes in his journal entry of

Friday, January 14, 1853:

At 3 o'clock this morning, the Sexton, who had been keeping watch at the Slip, summoned me from my bed. I had not slept, in premonition of his call. At the wharf, the good man showed me the articles from the altar he had saved. His torch illuminated the fearful scene: the Chapel of Our Saviour listed dangerously on the Southboat (barge), which was taking water. Some many tuns of snow crushed it into the water. The old seaman (of 30 years, I believe) cried that not even a Liverpool packet could endure the terrible force of Nature which threatened our Ship.

According to Fr. Parker, the Chapel began to sink within the hour. Soon only her roof and spire with its Bethel pennant whipping in the wind could be seen above the river's surface. But still intact, the Chapel rested

upon the river's bed. Moving swiftly, Fr. Parker organized a team of workers and by the following Friday the Chapel had been raised from the water.

On Sexagesima Sunday, January 30, 1853, he writes in his journal:

In the morning, without organ or desks, prayerbooks or Bible, without carpets on the floor and in an otherwise uncomfortable state on account of the dampness of the building, Divine Services were held this day in our Chapel again after it had been sunk.

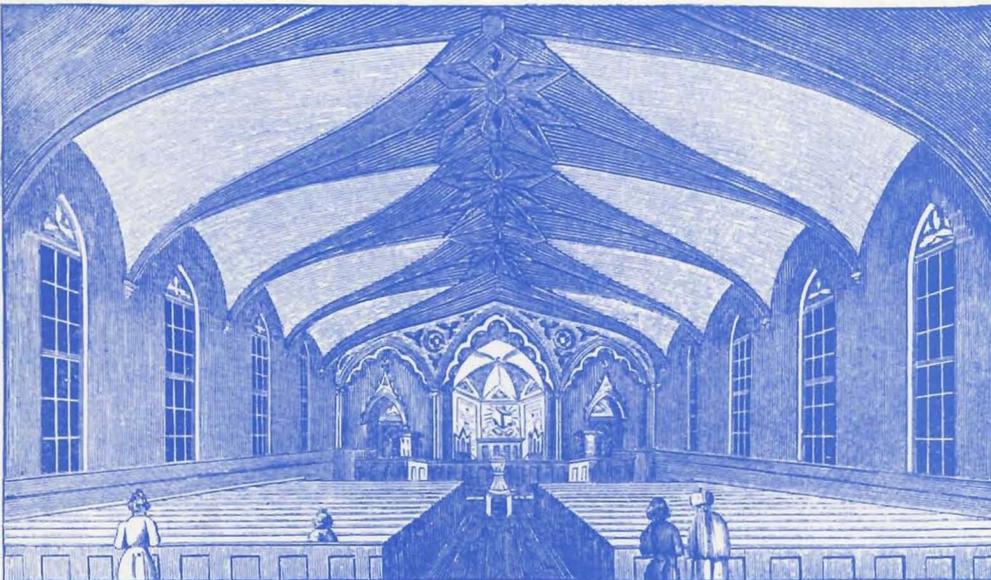
Appropriately, Fr. Parker preached on the text — "Hold thou me up and I shall be safe."

Floating Chapels were not common to the port cities of the United States in the early 1800s. Except for New York and later, Philadelphia who launched a chapel in 1847, these particular structures were most commonly found in England.

In fact, according to writer George Duncan Campbell, the first floating chapel was launched on May 10, 1819 on the Thames River, London. Its genesis was due largely to the efforts of the Reverend George Charles Smith, a Baptist clergyman born in London in 1782.

Boatswain Smith, as he was known, began his seagoing career at the age of thirteen. While in the British Navy, Smith was appalled by the frightful conditions he had seen among her seamen and vowed, one day, to improve them. In 1803, he abandoned seafaring life and studied for the ministry.

By 1809, Smith turned his entire efforts to the moral and spiritual improvement of seamen; a feat encompassing some fifty years of his life. He toured the British coast, preaching to seamen wherever they gathered. In 1817, following one of his extensive tours, he heard of the prayer meetings on the Thames under the Bethel flag. He was later invited to attend one of the first meetings for seamen held on board the ship *Zephyr*. Inspired to continue the meetings, Smith preached the next night aboard the sloop *John*. It was at this meeting that he conceived the idea to



The Church of the Holy Comforter (1846-1868) was the second floating church to be built by the Institute. It was moored in the North River at the foot of Dey Street.

An interior view of the first Floating Church of Our Saviour. Built at a cost of a little over \$4000, it was heated by stoves and lighted by oil lamps. Its staff consisted of a missionary, a sexton and a boy to blow the organ, at twenty-five cents for the two Sunday services.

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establish a floating church expressly for seamen.

Smith called on Mr. Robert Martin, an affluent London shipbroker to put forth his plans. In mid-February, 1817, after reviewing the plans, Martin gathered friends and arranged a meeting to discuss the idea. Meanwhile, Smith wrote "The British Ark," a pamphlet advocating the floating chapel, which Martin published and distributed in London chapels. Mr. Martin approved the plans and the next year a ship was purchased and converted into a floating chapel weighing 300 tons and costing 700 pounds. The *English Ark*, as it was named, was launched in 1819 and services were well attended by large numbers of seamen.

Seventeen years after the Institute's dedication of its first floating chapel, the Rev. Smith visited the United States. It is said that while in New York, the Rev. Smith presented a Bethel flag to the Institute to be flown from the spire of its floating chapel. It is known that prior to his leaving New York, he was presented a silver medal inscribed "This testimonial of our esteem and appreciation of his untiring and self-denying efforts for the salvation of the sailor, continued for nearly sixty years, is presented by the friends of seamen in the Port of New York, to the Rev. George C. Smith, of Penzance, England to commemorate his visit to the United States in the 80th year of his age, July 1861."

The Reverend George Charles (Boatswain) Smith, originator of the first floating chapel in London, England, 1819. Courtesy of The British Museum.

Earlier in 1843, a group of young men in New York had organized to work on behalf of seafarers of all nations calling on the port of New York. Composed of young merchants, businessmen, lawyers and clergymen, they soon declared war on the human neglect and exploitation that was then the seafarer's common lot.

By 1844 they had completed the building of a floating church for seafarers, secured a missionary for same and made available *The Sailors Manual of Devotion*. Written by the then Rector of Trinity Church (in lower Manhattan), it was published by Trinity parish and offered at no charge to all seafarers. It is reported that more than 10,000 copies were requested by seafarers during the first year of its publication. In contrast to the *English Ark*, the SCI chapel was an actual building placed upon barges. It was the first floating chapel especially built for this purpose and as far as the Institute knows was the first floating chapel in any port city in America.

The following excerpt from the April 1845 periodical *The Evergreen* both describes the chapel, itself, and catches the spirit of the times.

"There is no building in the city of New York, which would create, in the Christian beholder, more heartfelt interest than The Floating Church of Our Saviour For Seamen, a beautiful Gothic edifice, seventy-

six by thirty-six feet, with turrets, a spire, buttresses, and a bell, all erected on the deck of two boats of eighty tons each, and seventy feet long. These boats are placed ten feet apart, and are attached to each other by large timbers. This allows a sufficient space for a broad foundation, to prevent careening when the congregation might happen to be unequally distributed on either side. The guards and railing extend three feet beyond the building, on all sides. The apex of the roof is twenty-eight feet high, the walls at the eaves eleven feet, and the interior consists of an area sufficient to seat nearly six hundred persons. The form of the interior of the roof is that of crushed arch, which, together with the side-walls, are ceiled with matched cypress boards, so closely put together as, when painted, to seem like plastering. The outside is covered with cedar boards, matched together, painted of a dark stone color, and sanded over. The interior has been painted, in distemper, by two ingenious artists, whose imitations of a groined ceiling and Gothic mouldings, and of recesses, which their skill in perspective has apparently sunk many feet deep into the walls, actually deceive the most practised eyes. Many spectators have insisted that they were not looking on a plane surface, and much miscalculated the real length of the building, in consequence of the success of the deceptions. Probably the city



On January 6, 1911 the third floating chapel is towed down the Kill van Kull to its final destination at Mariners' Harbor, Staten Island.

of New York does not present more admirable examples of success in this way.' 'It is moored in the East River, at the foot of Pike Street, a short distance from the wharf, securely protected from the influence of the tides, the currents, ice, and the surrounding shipping, by large booms, extending in connection about it, and is entered by a wide platform, guarded on the sides, and lowered down so as to extend to the landing at the time of public worship. This is held twice every Sunday. The Chaplain who began this interesting mission, under a society composed of young gentlemen from every Episcopal Church in the city, and who regularly officiates, is the Rev. B.C.C. Parker, a younger son of a former Bishop of Massachusetts. On Sunday mornings, from two to three hundred seamen, with as many more persons, of their families or friends, or individuals interested in them, are regularly assembled, making a congregation of from four to six hundred; a more promiscuous congregation of ladies and gentlemen, being mingled with the sons of the ocean in the afternoon.

'There is a fine-toned organ to lead them in their performance of the chants, and in singing in the Church service. The perfect attention and decorum, and the devout appearance of the assemblage, (and from the short time sailors are on shore, it changes every Sunday,) has often been remarked.

'One of the most affecting circumstances, in the course of the services, is the reading of the notes of sailors bound to sea, asking the prayers of the congregation present, that God would be pleased to preserve them from the dangers of the deep; of sailors, who have just come on shore, desiring to return thanks to Almighty God for preservation in the perils through which they have passed; and, also, occasionally, of one who has been in the hospital, and just discharged, comes into God's house to return thanks to the Almighty for the great mercy of his recovery from sickness.

'The beautifully touching prayers, appropriate to their cases, are unfailingly used in the course of the service, and, in retiring from the house, it would seem as if hope was strengthened and the heart made better.

'The sailor, seldom on shore, with all his recklessness has some pride. His best suit of clothes is not always a good one. If in a fine church, with a well-dressed, fashionable congregation, he does not like to be an object of special observation. At any rate, he does not feel at home there. He feels so only when by his shipmates. In a

Floating Church he knows he has a home. If land's-people are there, they are the strangers, not he. If they dislike his baize shirt, he knows he does not intrude it upon them.

'It is but a little more than a year since this Floating Church was consecrated. Previous to its consecration it was removed from the ship-yard, where it was built, under the following interesting circumstances, which we have extracted from an account that appeared at the time in one of our Church papers.'

"About fifty ladies, many belonging to the first families, and one hundred and seventy seamen, sailed round in it. A steam-boat, with a band of music, provided by the sailors themselves, conveyed the sons of the ocean from Catharine Ferry to the Floating Church, two miles off, 'round the Hook.' They landed on an adjoining wharf, and marched in procession, with their banners, into the building, opening to the right and left as they entered. Nearly all the seats seemed occupied, as if an occasion of public worship had called them together. Visitors, mariners, and ladies, were here mingled in the same group, and all appeared equally interested in the purpose, which was to sail three miles in a Floating Gothic Church, through the East to the North River.

'Just as the steamboat, which was to take it in tow, had made fast her hawsers to the timber heads of the boats on which it rested, and was ready to turn wheels, the company within, at the suggestion of the Rev. B.C.C. Parker, the Chaplain, all rose up, and commenced singing the one hundredth psalm -

With one consent, let all the earth
To God their cheerful voices raise, & c.,
to the tune of Old Hundred. The scene then became delightfully and irresistibly impressive. The voices of the ladies were sweetly mingling with those of the weather-beaten tars, in this animating concert of praise. The Church was slowly moving out of the dock; on the waters, the shores appeared to recede, and vessels and ship-yards seemed to be passing by; as the eyes turned towards the windows. The edifice fast receded from the wharf, and all felt the unwonted motion, while standing up in the pews, as it advanced into the middle of the East River. It was soon drawn by the tow-boat into the current of the channel, and floated easily along with the tide, following it with scarcely resistance enough to part an inch rope. Now and then, it is true, one of the boats would strike, with rather an appalling shock, a cake of drifting ice in the

stream, as they followed in the tow-boat's wake, but the honest tars assured the ladies there was no danger, and entreated them not to be alarmed. 'They could easily save them, if the boats should spring a leak,' of which, from their firm structure, there was no more likelihood, than of the sinking of a Liverpool packet."

In 1866, the first floating chapel having served its congregation well for 22 years was retired.

In 1846 a second floating chapel had been built to serve seafarers docked on the west side of town. Consecrated the Church of the Holy Comforter, it was moored in the North River at the foot of Dey Street where it remained for ten years. It was then moved to the foot of Laight Street and later to the pier at Hubert Street.

In 1938, the editor of *The Lookout* talked with a number of old sailors who recall attending services in the early days of the second floating church. With fifty or sixty years perspective, these ancient mariners recalled the floating chapel with fondness but admitted that much that was colorful or "quaint" and "picturesque" about those days on New York's waterfront has vanished into the limbo of the past. Yet they did not wish those days back again: the heart-breaking toil, the sordid conditions both afloat and ashore for sailors. They hailed the passing of the saloon-keeper, crimp and boarding house master all of whom had a heart of flint for sailors. The North River Chapel was retired in 1868.

To replace the original Pike Street chapel (retired in 1866) a new one was completed in 1869. It too, was consecrated the Church of Our Saviour and was to be the last of the Institute's floating chapels. Also berthed at Pike Street, it remained at this location and was in great use for the next 41 years.

By 1910, the building of a new center for seafarers at 25 South Street was underway. It would have its own special chapel for seafarers and since there was no longer a congregation at the Pike Street mooring, the career of the last floating chapel was brought to a close with a farewell service at noon on Sunday, Christmas Day.

The Institute Board of Managers presented the floating chapel to the Arch-deaconry of Richmond in the Diocese of New York. On January 6, 1911, it was towed to Mariners' Harbor, Staten Island where once on land it became All Saint's Episcopal Church until the little structure burned to the ground in 1958. ■

SHIPVISITING AND THE INSTITUTE

Three Seminarians Give Their View

by Ann C. Lammers



Brian, Liz and Dan at the completion of their summer's internship at SCI.

Every summer for the past three years, the Seamen's Church Institute has increased its ranks of ship visitors by adding seminarian interns to its staff for ten weeks. Funded in large part by a grant from Trinity parish through the Trinity/St. Paul's Council, this program not only increases the number of ships SCI can reach in a summer, but also trains and educates future clergy about the shipping world and the Church as an industrial mission. The education works; I know. I was one of last year's seminarian interns, and the lessons I learned about the industrial workplace and the presence of the Holy Spirit in the foreign world of the containerport still shape my thinking. This year I was jealous when three new interns arrived to take up my old job, while I sat in an office at 15 State Street writing things. They knew, too: the summer's adventure was theirs.

At program's end this year, the three students — Daniel Appleyard, Elizabeth Alexander, and Brian Lathrop — were given a chance to hold forth at a staff meeting in the Director's office. Their energy as a team, their collective earnest-

ness and at the same time their boisterous enjoyment of each other, was the unspoken message behind their presentations. It almost obscured their differences as people. As Elizabeth said in her conclusion: "From our friendship, the lasting value of the summer emerges for me." (And I thought: If only clergy — and everybody — could work so well in harness!) But Daniel, Elizabeth and Brian are decidedly individual, so I'll take them one at a time.

Dan Appleyard is a bishop's second son, an Episcopalian who is studying for the ministry at Yale's Berkeley Divinity School. Sandy-haired, he jokes about getting old (at 28) and leads with one shoulder like a boxer. He got his start in workplace ministry when he managed a restaurant and tended bar, an experience he says gave him his conviction that Christian mission depends on presence, not preaching.

Dan's paper was sober, hinged on Scripture: "Remember those in prison as if you

Ann C. Lammers, a doctoral student in theology at Yale's Department of Religious Studies, has worked for two summers for the Seamen's Church Institute. In 1981 she visited ships as a chaplain intern, and in 1982 she did research and writing for the SCI Development Office, to establish funding for the Center for Seafarers' Rights.

Her published work includes a monograph on Absalom Jones, the first black priest in the Episcopal Church, which appeared in the June edition of THE HISTORICAL MAGAZINE OF THE EPISCOPAL CHURCH. Her reflections on chaplaincy to seafarers, titled "A Woman on the Docks," is to be published by THE JOURNAL OF PASTORAL CARE.

were there with them." ... "Simon, son of John, feed my lambs." ... "He has sent me to proclaim release to the captives." Christian hospitality, spiritual nurture, and prophetic action to change the world—these are the essentials Dan wants the Institute to keep at the center of its work. He illustrated with incidents from the summer's ship visits.

He told of a visit to a harried ship's captain, who welcomed the chance to take a break from work and chat. Soon other seamen came by and sat down for a while with the visitor. "It seemed as if the hectic and inhuman cloud that had hung over the ship rose for a moment. In its place lay all of our humanness."

And he told of the whispered conference he had with a few crewmen on a ship carrying hazardous cargo. They wanted help with unpaid wages, with overtime pay, with compensation for hazardous duty, with job protection. "In hushed tones we talked," Dan related. "The crew was afraid. Footsteps in the hallway made them pause. The labor and lives of these seafarers seemed to hang in the balance, and they looked to SCI for intervention." Dan's voice was soft and shaky with anger when he added: "The effective response they needed is slow in coming. We tried to get action, and we keep on trying, but so far it hasn't worked."

Here Paul Chapman, Director of the Center for Seafarers' Rights and supervisor of the seminarian intern program, interjected a reassurance. "That ship has not completely got away from us," he said. "We keep alerting chaplains in the ports where the ship is expected to arrive. Effective intervention takes time, but it is not impossible."

I asked Dan later what mission means to him. His answer distinguished between two aspects of life that I am not sure should be so sharply divided. "Imitation," he said. "Imitation of what?" I asked. "The Christ," he answered. "We're not selling anything

but offering something, ourselves. Parishes can learn about mission from SCI," he added. "Just to go where they see there's need, and be present, and respond." Then his face darkened again, and he added: "But SCI has something to learn, too. I'd rather see people hired for their Christian faith and commitment than for their skills. Love for persons, in the name of Jesus Christ, not secular qualifications, is what makes this place work as a mission."

But if we have the love without the skills, as I thought later and wished I could say to Dan, then our service to people is ineffective. What did Saint Paul mean when he wrote that it's no use speaking in tongues all the time unless someone is there to interpret? Love and skills are both needed in mission work, whether by the parish or by the Institute.

Elizabeth Alexander, a Methodist studying for the ministry at Union Theological Seminary, is dark-haired, elfin, mischievous. Her voice flutes and bursts into laughter, except when she's being *really serious*, in which case earnestness flows from her in billows like steam from dry ice. One thing she takes seriously is the scarcity of women in the port and on ships. The solution? "Hire more of them," Elizabeth says.

Another thing Elizabeth takes seriously is class oppression, which she finds in some places you might not expect. Like right here at SCI, where from her viewpoint, she observes that certain people seem to be recruited before others, certain people's jobs seem less secure than others, certain people don't seem to get authority or privilege. Her analysis of SCI's "elite" group drew comment from the Director, who mildly pointed out that among the Institute's top management there are three women and a majority of lay people as compared to ordained clergy, and the intention, at least, to hire more black and Hispanic employees for responsible positions.

I glanced across the room at Doug McArthur, who came to SCI last summer as a ship visitor in the same program that brought me here. Doug is black, speaks Japanese with some fluency, and is one of

the most effective port chaplains SCl has had the good fortune to find. Doug sat thoughtfully while Elizabeth spoke, and afterwards voiced a question about implementation. "How do we go about making some of the changes happen?" (And I thought: By continuing to hire people like Doug McArthur. By focussing on the real needs of seafarers and responding, through the choice of ship visitors like Fred Edwards, who is Indian, and Gilbert Rodriguez, who is Hispanic. By looking for and hiring an Asian ship visitor like Michael Chin, who was here last year. But in fact these are already the Institute's priorities.)

Elizabeth contends that the scarcity of women on ships may be seen as another kind of oppression, from the point of view of the seamen. Take American seamen, for example. "They're oppressed in a way that's distinct from the oppression of Third World crews," Elizabeth says. I asked her what she meant. "They're well compensated monetarily," she explained. "But their jobs stack the deck against relationships. There's no chance to relate to women normally. It's sad. One man went on and on about his dog as though it were his wife."

Going on the docks as a woman isn't easy for a lot of reasons. It didn't help any that Elizabeth's first day of visiting ships alone was also the day the stevedores went on strike. She ran into some forty of them lined up beside a ship, and when they saw her they jackknifed with laughter and began hollering remarks about her anatomy. She stonefaced her way past them, she says. Later she had conversations with longshoremen that weren't so dehumanizing, but looking back she is critical of herself. "I thought the whole problem was gender, but now I see that my own feeling for the longshoremen was one of disdain. It's not just their sexism, it was my own sense of superiority."

I asked Elizabeth what else the summer had done to change her. "It's rev-

olutionized my idea of hospitality," she replied. "I'm usually very private. But when we went on ships we entered the seamen's homes unannounced, and they welcomed us. I'd like to be more like those seafarers."

And finally, there's Brian Lathrop, the one I know best in a way, because he's still studying at General Seminary where I recently finished. Big, dark-bearded, of Native American descent, Brian is something of a teddy-bear. He smiles wide and sweetly; he moves gently. Since he's Chief Sacristan at General, maybe it's not surprising that his talk concentrated on "the ship visit as sacrament."

But Brian isn't talking about a sacrament that requires vestments and prayer books. "Do ship visitors need to be ordained?" he asked himself. "No," was his answer. "They need to speak some languages besides English. They need to know how to sit in a quiet place and wait for people to come to them for conversation, the way Fred Edwards does it. They need to have faith that God is going to use the time for his own purpose, and then let it happen." Sacrament, as Brian used the word, means "a pledge of full payment yet to be made." And, in a phrase all three students would agree on, he insisted that the function of SCl's ship visiting is "to welcome the homeless, not to sell something."

Moreover, Brian told us, the ship visitor isn't the only minister in the situation. He met an Israeli seaman once, who taught him this lesson.

"Why don't you send rabbis?" the Israeli asked him. "Why do you visit ships? Why do you want to be a priest? Why couldn't you be a therapist if you care about people?" The seaman's questions caught the seminarian off guard. After a few stammered answers, Brian gathered his courage and admitted that he had misgivings of his own. He was not all that sure of his reasons for doing what he was doing. He was even a little scared.

And the seaman answered that he, too, was afraid — afraid of becoming an old,

lonely seaman, afraid of never coming to terms with closeness and family. And suddenly, instead of one professional cleric and one skeptical mariner, there were two ordinary people listening to each other's fears. I suppose that was the moment when Brian learned the truth he later shared with us: that the ship visit is sacramental when it is not something one person does to another, but a meeting where God consents to be present. He quoted another seafarer who seemed to agree: "I'm glad you didn't bring Bibles with you. We have our own religions, even if some of us don't have a Bible. We do like to talk, though, talk to people who care."

I got the impression that all three seminarians were leaving the Institute filled and drained. They were drained by the stress of dealing with the complexity of the Institute; by conflicting priorities; by the fact that the Church and the world share a common humanity which creates paradoxes of good and evil in both places; and by the inevitable fatigue of learning so much so fast. And they were filled, almost visibly, by the light and life that had come to them from the hundreds of working people they had met on ships, on docks, even in the halls of the Institute.

"I know I had an impact on the life of the ships I visited," Dan confided. "It sounds presumptuous to say so, but I know it because of the impact those people had on me. That's one thing about love. You are received, as you receive. We have to remember that — it's easy to forget."

■

Institute Thanks Three For Their Special Support

In recognition of their support of the work of the Seamen's Church Institute, Messrs. Thomas W. "Teddy" Gleason, Michael E. Maher and Bernard J. "Barney" Sloan were honored by the Institute at a recent luncheon held at its Seafarers' Center in Port Newark/Elizabeth.

Although Mr. Gleason, President of the International Longshoremen's Association, AFL-CIO, was unable to attend because of an unanticipated out-of-town meeting, the Institute Director, the Rev. James R. Whittemore thanked the three honored guests for both leadership in the maritime industry and for their concern for seafarers and the work of the Institute in New Jersey.

In citing each man's contribution to the Institute, the Rev. Neale A. Secor, SCI Port Missioner for New Jersey, noted that Mr. Maher, founder and chairman of Maher Terminals, was concerned not only with running one of the world's biggest termi-



Fr. Whittemore presents a SCI recognition plaque to Mr. Gleason.

Messrs. Whittemore, Maher, Secor and Sloan.



nals but also with the needs of seafarers when in port. He stated that during a recent visit to the Institute, Mr. Maher had "wanted to know more about our direct services to world seafarers — how we made their international telephone calls, changed their currency, made our ship visits, dealt with human and economic complaints, transported seafarers to and from our Seamen's Center, and so on. When it became clear that among the many needs in SCI's quality yet deficit financial New Jersey work, was the need for better transport, Mr. Maher responded. A real measure of the man is that we did not ask him; he asked us if a new van would be helpful. Within a few months a 1981 Dodge 12 passenger van was ready for SCI's use in transporting seafarers".

"This van," said Father Secor, "not only has made it possible for us periodically to transport seafarers from Hudson County and Tanker Row, but has improved the productivity and efficiency of our transport system here in Port Newark/Elizabeth where the van is utilized 95% of the time."

In speaking of Mr. Sloan, New Jersey Manager of Marine Terminals for the Port Authority of NY/NJ, Father Secor stressed that in spite of the size and responsibility of his job, Mr. Sloan has never forgotten the human element. "Mr. Sloan's support, concern, advice and direct help to SCI's work in New Jersey, and particularly regarding our Port Newark facility, reflect his concern for the human element", he said. "We have grown to have a real kinship with

Barney and with his wonderful staff. We feel free to call upon them for counsel, for help in emergencies, and for assistance in planning how best SCI can serve the entire Port Community, as well as the world's seafarers. Barney always has responded, even when he could not specifically help. He always has *been* there for SCI. He always has cared."

In recognizing Mr. Gleason, Father Whittemore noted that the labor leader has always recognized the importance of seafarers to the nation's common good and has been concerned that there are well-run centers and services for seafarers in our ports. "It was through his sponsorship of an Institute proposal to the International Transport Workers Federation (ITF)", Father Whittemore said, "that the Institute received a grant for lighting the soccer and sports fields here at the New Jersey Center — a field which is in steady use by seafarers of all nations after the day's work is done. We could not have done the job without his good efforts, and are most grateful." ■



STEAMING TO BAMBOOLA

The World of a Tramp

Freighter

by Christopher Buckley

Congdon & Lattes, Inc.

New York, NY. Hardcover,

219 pages, \$14.95 in USA

Distributed by St. Martin's

Press. ISBN 0-312-92792-4

On one level, this is an account of "a rollicking trip/on an ocean ship," as the old song went. And what a trip, and what a ship! To call the sorry old tub — the *Columbianna* — a tramp is doing a disfavor to the world of derelicts. Yet Christopher Buckley bravely saw his sea adventure through to eventual safe harbor, going through a list of classic mishaps. His book is an unfolding example of the adage: "It's better to laugh than to cry."

Not only is Mr. Buckley an amiable and most able writer, he is also a keen, insightful observer, and in this book he covers not only his own tale of life at sea, but gives the reader a very good idea of what the merchant marine industry is all about, and what it was in the past. For those readers who know very little about it, this is a very good introduction. For those who know it well, the book will provide chuckles and pleasure. Particularly useful to all are his factual inclusions about what contemporary requirements are for a person wishing to make a career in the merchant marine, and how such a career may be comfortably ended — i.e., retired seamen who qualify may go to Snug Harbor, a home specifically for old sailors, in Sea Level, North Carolina. ■

— Bonnie Golightly

Antonio Jacobsen: From Sail To Steam *by Margaret Miller*

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Antonio Jacobsen styled himself as "not an artist, but a painter of floating property — ships' portraits." Yet today he is considered by many to be the best marine painter of the late 19th and early 20th century.

The list of his meticulously detailed and accurate "ships' portraits" reads like a roll of honor from the legendary *Savannah* to the tragic *Lusitania*. For Jacobsen, in nearly fifty years of painting, witnessed and recorded the passing of an age and the slow transition from sail to steam.

Although his work has long been known to serious collectors of marine art, interest in Jacobsen began to grow about ten years ago as nostalgia became an important cultural force in the United States and Americans realized that their steamships, like their clippers, were extinct.

Antonio Nicolo Gasparo Jacobsen was born in Copenhagen, Denmark on February 2, 1850 into a family of violin makers. At the suggestion of Ole Bull, the celebrated violinist, Jacobsen was given the Christian names of the three great violin makers of the world, Stradivarius, Amati

and Bartoletti de Salo. He studied violin, viola and cello, and played with great pleasure all his life. But, from childhood on, ships and the sea fascinated him and he spent his time on the quays or in small boats, studying the ships in the great harbor and absorbing nautical information.

Jacobsen was a student at the Royal Academy of Design in Copenhagen when the Franco-Prussian war ruined the family business. Resenting the consequences of war and the certainty of compulsory military service, he left Denmark for America in 1871.

In the early 70s he was working as a decorative painter of office safes when an official of the Old Dominion Steamship Line asked if he could do marine scenes. Soon he was painting anything and everything that came into New York Harbor. Clippers and packets, sail-and-steam liners, yachts and tugs, pilot boats and sloops, paddlewheelers and excursion boats — he recorded the endless and changing panorama of the sea.

Commissions from steamship lines came quickly after his first success with the Old Dominion Line. He painted all of the ships of the Fall River Line and when he married in 1878, the officials of the line gave him and his wife a trip in the bridal suite of the *Bristol*. He painted for the many Atlantic and Gulf Coast Lines, including the Eastern Steamship Co., the Metropolitan, Merchants Line, Joy Line, C.H. Mallory and for South American lines. Other commissions came from the National, Anchor and Guion Lines, Cunard, White Star and Clyde, Red Star and Black Ball Lines, and from French, Italian, Dutch and German lines.

Jacobsen was a rapid and prolific painter. Russell Kearnin of Marine Arts, Salem, Mass. estimates his total output at between 4000 and 5000 paintings, of which over 3000 are recorded and located. Such a number was possible because of his

working methods and remarkable memory. He sketched ships in harbor or at dockside, filling several pages for each ship and noting measurements as well as any unusual details. The painting was done in his studio, and each sketchbook was numbered and filed for reference. Thus he was able to repeat a painting years later; his paintings of the clipper *Dreadnought* were done in 1879, 1916 and 1917.

Replication was a standard procedure. Once his initial study was done, Jacobsen could finish a painting in one day. He might do the first painting for the ship's owner, the second for the captain, and others on speculation. There are seven versions of the pilot boat *New Jersey* painted between 1902 and 1908. But he did not sacrifice quality for speed. His paintings are outstanding for their technical excellence and accuracy. He was, after all, painting for the men who loved and sailed the ships.

His early paintings of the ships in mid-ocean are distinguished by his treatment of water. Characteristic were the long heavy swells with flat greens, greys and blues deepening into almost black.

By the turn of the century most of his paintings were of steamships and these show a marked change in technique; the long ocean swells flattened out, the palette lightened. His seas became blue-green with much more surface movement and play of light. The *Massachusetts* is a typically fine example of the later period.

He was not merely a marine painter, but a

marine historian. Fifty years after the small *Savannah* huffed and puffed her way across the Atlantic, trans-oceanic ships were still using both sail-and-steam. Viewing the *Baltic*, the *United States*, the *City of Chester*, the *Erin* or the *Lepanto* with fore and aft sails set and smoke streaming from one or two stacks, one sees Jacobsen's unique position, chronicling the marine era in which sail and steam co-existed.

He also recorded the development of coastal steamers. Originally of light construction and shallow draught, with paddle wheels and widely overhanging guards, like the *Nahant* and *State of Maine*, they evolved into sleek, turbine driven express steamships like the *Camden*, the *Yale* and the *Bunker Hill*.

In the last decade of Jacobsen's life the skies darkened for him. Development of the lithographic process cut into commissions. His wife died and his pleasant home in West Hoboken (now Union City) was partially destroyed by fire. The military draft, which had driven him from Denmark, claimed his two sons in 1918. Antonio Jacobsen died on February 2, 1921.

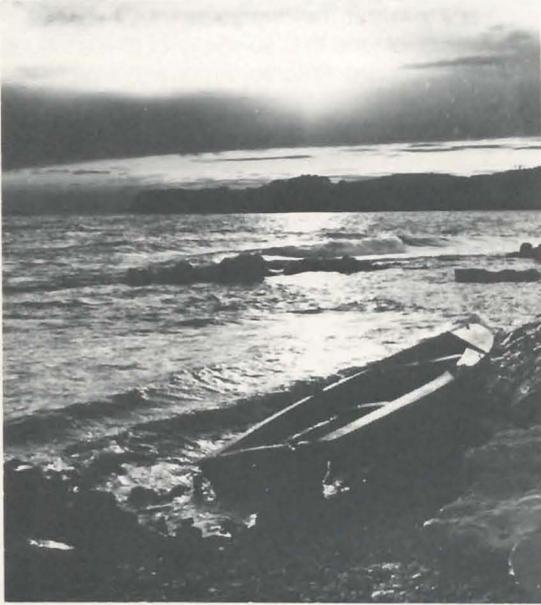
In seaports once crowded with ships, museums display his paintings of them. The Mariners Museum, Newport News, Va. has more than 250; the Peabody in Salem, Mass. over 40. Others are in the Whaling Museum, New Bedford, Mass., Mystic Seaport Museum, Conn., the Seamen's Church Institute, South Street Seaport Museum, Newark Museum, Philadelphia Maritime Museum, and the National Museums of American Art and American

History of the Smithsonian. The New-York Historical Society, the Staten Island Historical Society and the Steamship Historical Society, as well as banks and other institutions own Jacobsen paintings.

Jacobsen wrote in 1915 that "no more than a painted ship on a painted ocean remains of the great merchant marine." It is our good fortune that so many of these visual records are Antonio Jacobsen's paintings. ■

Margaret Miller is a writer, specializing in the life and works of painters, from Harwich, Massachusetts and a frequent contributor to CAPE COD ANTIQUES & ARTS.

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THE OARSMAN

He felt the buck and heave of the tide as he pulled
 Against the drift to swing about the point
 Near noon. He shielded his eyes, shot one glance out
 At the sea where it darkened before the white-rocked point
 Beyond the sheen and the pitching blue about
 His steady craft. He caught the taste of the air,
 And caught the smell of the spray of the sea as he pulled
 Against the drift, and the taste and the smell gave strength
 To his arms as he pulled beside the grey stones there
 Where the dark waves struck with a swirl of foam,
 To pass by the dark waves free and around the point,
 Into the sheen and pitching blue again.
 He lifted his bundled net, dropped it again
 To hear it muffle the boards with a rattling blow.
 He laughed a young man's laugh and looked at the sun
 Set bright in a ring of mist. The craft nudged low,
 Rode clear with a curling wave and drifted home
 As if the man and the boat and the sea were one,
 The oar and the sinewy arm the sea's own strength.

Tony Cosier

RETIRED SEAMAN

On the gusty days he weathers his exile worst,
 When the ridge of the wharf is a smudge with a splashing of white
 And the planking bobs with the swell. When it rains and the bite
 In the nostrils is sharp. When low cloud smothers the first
 Dim hull and thickens outward steadily
 As though there were nothing beyond it but open sea.

Tony Cosier

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