



the LOOKOUT

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Gordon Grant

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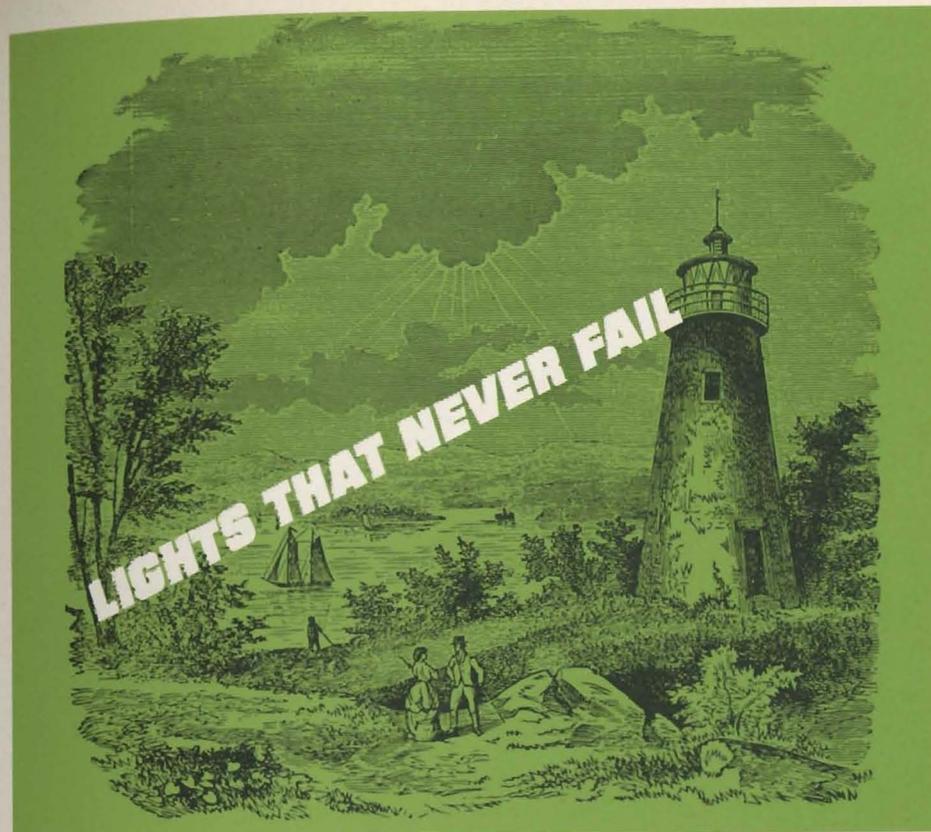
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COVER: Light at Cape Elizabeth, Maine. Photo by Bud Yallalee, Portland, Maine.



by Raymond Schuessler

Lighthouses are full of historic legends, of broken ships and heroic rescues and sacrifices that parallel the history of the American people. These picturesque beacons of safety are mute reminders of their great service to mankind. They symbolize our heritage of hope and trust upon man. Their flickering fingers have reached far out to sea to pluck distressed ships and seamen out of danger. And at times they have gently coaxed babies wrapped in feather beds to wash upon their sweet haven.

A lighthouse does indeed, as the poets chant, inspire the imagination, and many tourists nostalgically "collect" them like the fast fading covered bridges. You can enjoy them more if you learn a bit of their background.

The oldest in the nation are the nine-

teen along the New England coast which protected the sailors and fishermen for more than two centuries.

The first lighthouse established in America was on Little Brewster Island in Boston Harbor which was first lighted September 14, 1716. Two years later, the first keeper, his wife, daughter and two men were drowned when the lighthouse boat capsized as they were returning to the island from Boston. Benjamin Franklin, then a young printer, wrote a ballad about the incident and sold it on Boston street corners.

This light figured prominently in wars and shipwrecks. In 1774, the British took over the island and in 1775 the harbor was blocked, leaving the lighthouse useless. On July 20, 1775, American troops visited the island and burned the wooden parts of the lighthouse. When the British began to re-

pair it under a marine guard, General Washington dispatched Major Tupper with 300 men in whaleboats who defeated the guard and destroyed the repair work done.

The lighthouse on Brant Point on the south side of Nantucket Harbor, Massachusetts, has been rebuilt seven times since it was built in 1746. This is the lowest lighthouse in New England; its light a bare 26 feet above water.

The Cape Ann Lighthouse on Thatcher's Island was built in 1771, but the first keeper, Captain Kirkwood, was removed by the Minute Men during the early days of the Revolution for being a Tory. The lights remained dark all during the war.

A Civil War veteran named Bray was appointed keeper in 1865 and on the day before Christmas that year, took his assistant who was running a fever, ashore. While he was away a heavy snowstorm came up and he could not return. His wife, with two babies, alone on the island, fought her way between snow drifts to keep the lights in the two towers burning. When her husband returned Christmas morning it was only because she had, by superhuman strength, kept the lights burning so he could find the island in the blinding storm.

In 1919, when President Wilson was returning to the U.S. on the *America*, the ship narrowly missed the rocks in a fog. Only the fog horn enabled the captain to change his course in time at the last minute.

The sea is always threatening to wash away the foundation of a lighthouse that dares intrude too boldly out to sea. The Dumpling Rock Lighthouse at New Bedford Harbor, Massachu-

Cape Ann light station
(Massachusetts) circa 1880.

setts, when built in 1829, was in danger of being drowned out according to a government report, "until a wall was built around it." Located on a small barren rock, it is one of the most lonely outposts in the country. It is now unwatched.

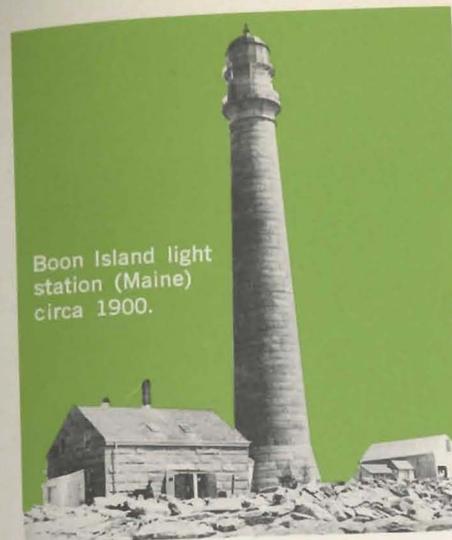
For more than a century the fishermen of Gloucester have been guided back to their port by a lighthouse on Eastern Point.

Minot's Ledge Lighthouse has been the scene of countless wrecks since earliest times. Between 1832 and 1841 there were 40 wrecks on their reefs. This lighthouse was built in 1843 of tremendous strength to withstand the terrible fury of this cauldron. Nine holes were drilled in solid rock, each 12 inches wide and 5 feet deep.

The first keeper, Isaac Dunham, wrote Washington that the structure was still unsafe and, when nothing was done, resigned. In 1851 during a terrible storm the great tower plunged into the sea with two keepers. A new lighthouse was finished in 1860. Though waves have swept over the 97 foot structure, it has defied the sea. However, it is now unwatched. (190 foot towers, incidentally, have been sprayed clear over the top by mountainous waves.)

Lovers on shore found the one-four-three light flash contained the same count as "I love you", and it became known as "Lover's Light."

The Nantucket (Great Point) Lighthouse was built in 1784, and entirely destroyed by fire in 1816. Between 1863 and 1890 there were 43 shipwrecks



Boon Island light station (Maine) circa 1900.

within the jurisdiction of Great Point Light.

An interesting sidelight on the method of obtaining employment as lighthouse keepers is revealed here. A petition signed by many citizens and shipowners of Nantucket in 1829 called for the removal of Captain Bunker, who was then keeper, because of his intemperate habits.

But Stephen Pleasonton, of the Treasury Department, wisely refrained, after an investigation, from taking any action in the matter. The petition had suggested George Swain as a replacement for Bunker and such petitions, circulated by ambitious candidates for a keeper's job, or by disgruntled and disappointed applicants, were far too numerous to be acted upon without careful consideration of the source and the motive.

In 1787, the Massachusetts Assembly authorized the building of two lighthouses on the north end of "Plumb Island" known as the Newburyport Harbor Lighthouse. Because of the shifting sand bars at the mouth of the Merrimac River, these lights have since been moved many times.

This site, too, was the scene of many harrowing wrecks. In 1830, the *Lady Howard* was wrecked in the vicinity,

and during the terrible storm of December 22, 1839, the *Pocahontas* and *Richmond Packet* both came to grief. The former, bound from Cody to Newburyport, was swept to destruction on the sand bar off Plum Island, and all hands were lost. The latter was driven ashore and began to break up on a point of rocks. Captain Toothaker jumped overboard with a line and reached the rocks where he made the line fast. Then he signaled his wife to come in on the line, but before she could do so the line snapped and she was lost. The crew members were all saved.

The great storm struck so suddenly that the keeper of the light, who had left the tower for a few hours on the mainland, was unable to return, leaving the tower without a light. Forty-one of the 130 ships that had taken refuge in Newburyport Harbor were damaged.



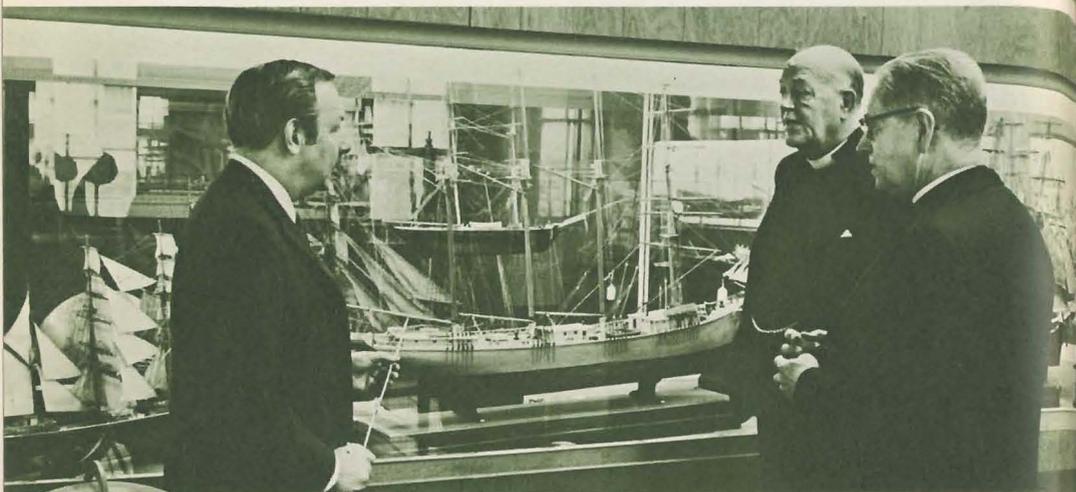
Minot's Ledge light station (Massachusetts). Erected 1850. Collapsed April 16, 1851.

The Plymouth (Gurnet) Lighthouse in Massachusetts was built in 1768 near the spot where Champlain landed in 1606. During the Revolution the three towns of Plymouth, Duxbury, and Kingston had erected a fort on the Gurnet. In the middle of the fight between the fort and the British frigate *Niger*, a wild shot from the ship pierced the lighthouse. The Gurnet Light is thus the only United States lighthouse known to have ever been hit by a cannon ball.

(Continued on page 23)

We are a kaleidoscope of the waterfront

A look-in on the world's largest shore home for merchant seamen . . .



A substantial number of the exhibits formerly contained in the South Street Institute's renowned marine museum will be on public view within the State Street building when it is opened next month.

As this was written, plans had been made to accommodate approximately 150 sail ship models within the new structure, these protected in glass cases and placed in advantageous areas and niches throughout the first four or five floors.

A number of other marine artifacts and memorabilia from the museum will also find their way to State Street for

display: a ship's figurehead or two; some famous ships' bells, capstans, a sea chest.

There will be no "marine museum" *per se* at State Street, but visitors to the new building will be able to view some interesting marine artifacts nonetheless.

A consultant for design, Charles David Blake, has been planning out the overall marine exhibit for State Street in conjunction with SCI's Mr. Mulligan and Dr. Foust — the three men here in the former Museum conferring on a selection of models for State Street.

TURN ABOUT

Peter van Wygerden is one of SCI's ship visitors who call on foreign ships in New York harbor . . . and who, like all SCI men, perform all manner of services and courtesies for the crews of the ships, including visiting ill or injured seamen in New York hospitals.

When the Dutch-born ship visitor was confined to a hospital recently as

a result of major surgery, he was called on by representatives of the Dutch ships *MV Alnitak* and *MV Almak* who presented Mr. van Wygerden with a gift certificate from the art department of a book store — in recognition of the SCI man's services to foreign seamen and because he is a Sunday painter and sketcher.



For over a half century, many bronze or brass memorial and commemorative wall plaques have glistened from various parts of the South Street SCI.

The Institute has, at times, been referred to as "The House of a Thousand Memorials." Actually, there have been, probably, closer to 700 of these plaques, all told. Many of them are of beautiful and unusual design.

In the Lookout of July, 1933, a writer said of them:

"The personal incidents back of these memorials run the gamut of human experience, are of absorbing interest, and, if printed, would fill several volumes.

"In many cases, these stories cannot be told out of deference to those to whom these memorials are sacred.

"They range from valorous deeds of daring in war and in peace, heroic rescues at sea and notable achievements on land, loving recognition of great lives of devotion unheralded to the world. . . ."

The memorials will be preserved in the State Street building and be remounted within the walls of a circular tower which contains a stairway spiraling from the main floor, close by the chapel entrance.

The stairway leads to the first five floors on which are located the dining areas, Marine School, Post Office, gymnasium, library, auditorium, International Seamen's Club and administrative offices.

Soccer is played avidly by ships' teams competing evenings on the flood-lighted field of SCI's Mariners International Center of Port Newark. Current soccer champion of the Port Newark Center is the Italian freighter *Nando Fassio*. Holding trophy awarded by SCI is a crewman and Captain Merega, flanked by the Center's director, Chaplain G. B. Hollas, and staffman Basile Tzanakis.



"A.1 at Lloyd's"

by Alan P. Major

Lloyd's of London is one of the world's most famous and oldest associations of underwriters and agencies for arranging insurance, marine insurance particularly.

It began in 1688 at a coffee house owned and run by Edward Lloyd in Tower Street, London. There merchants, seamen and wealthy men acting as insurers met for refreshments and to transact their business, policies being arranged and subscribed at the same time.

The regular attendance of these men using Lloyd's as a meeting place made it necessary to find larger premises, and in 1692 Lloyd moved his coffee house to Lombard Street. Edward Lloyd died in 1712 but the premises continued to be used for the same purpose; known as "Lloyd's" it retained the monopoly in marine insurance until 1720 when several insurance companies were first established by royal favor and also allowed to issue marine insurance policies.

Even so, the number of transactions continued to increase for those using Lloyd's and it was decided to move to a larger building again; so in 1774 the business was transferred to premises in Leadenhall Street where it is still. Lloyd's surname was retained in his memory.

In 1871, Lloyd's became an incorporated body for the purpose of conducting marine insurance business, but

in 1908 a majority of its members introduced a change. This enabled its members to subscribe to all forms of insurance contracts, each underwriter acting on his own behalf.

The name, "underwriter", used to only apply to marine insurance and referred to the person who subscribed his name to the "underwriting" sheet or policy accepting the risk for the sum insured, but now the name applies to insurers who undertake all kinds of insurance.

Some of the policies issued have covered strange and very variable items, including the bust of a certain famous blonde, the loss of a British comedian's front teeth affecting his toothy smile, a theatre insuring itself against anyone dying of laughter during the run of a hilarious comedy. Garden parties and weddings are now quite commonly insured against being spoiled by rain.

Parts of the anatomy of film stars and entertainers that have been insured include a nose, eyes, curly hair, a lisping tongue, fingers, hands, a singer's voice, circus and a high wire walker's toes.

Usually the underwriters require that the insured person take "ordinary and reasonable precautions" to safeguard their person or property, though there may be a clause in the policy restricting the person from certain actions which might involve a risk to the insured part of the body.



Left—Lutine Bell—at Lloyd's about 1890.

Right—The Lutine Bell in former underwriting room at Lloyd's about 1910.

Far right — Above the speaker — the Lutine Bell in the new Lloyd room about 1958.



An independent society is Lloyd's Register of Shipping, founded in 1760. It surveys sea-going vessels to ensure compliance with standards of strength and maintenance and annually issues an underwriters' handbook and classified list of such ships. From this began the phrase "A.1 at Lloyd's", meaning the ship is in excellent, seaworthy and well-maintained condition and a good insurance risk.

Although insurance itself has changed through the years, business at Lloyd's is still carried on in the traditional wooden pews. In the underwriting room hangs the famous "Lutine" bell, which is rung whenever an important announcement is to be made, such as news received of a long overdue ship and whether she is safe or wreckage has been found confirming her loss. How this bell came to be at Lloyd's is a story of a hopeful gamble in itself.

Nearly 160 years ago the frigate *Lutine*, carrying the equivalent of about two million pounds in gold bars and coin, was wrecked off the coast of Holland, becoming a total loss. Within a week the underwriters paid the sum insured and thus became the legal owners of the lost ship and, if they could find her, owners of what she carried. Ninety-nine times out of a hundred, the chances of recovering any money is small, but in the case of the *Lutine* nine salvage attempts did produce some return.

The first attempt, made before the wreck was buried by sand, recovered £80,000 in gold bars. Then the Napoleonic Wars held up salvage efforts, and when these were restarted, seven years' work produced only a few coins. But from 1857 to 1861 Lloyd's received £25,000 in salvaged gold and optimistically spent it trying to recover more. The whole £25,000 effort produced only the ship's rudder which was made into a chair for Lloyd's chairman, and a gun which was presented to the City of London. Almost a century ago another salvage attempt produced the ship's bell now preserved at Lloyd's.

When a ship is not carrying gold or another valuable cargo, the only return the underwriters can hope for is salvage of whatever else she has aboard and sale of the vessel as scrap. Lloyd's paid about £2,500,000 for the total loss of the liner *Magdalena* wrecked on her maiden voyage near Rio de Janeiro, Brazil. The after part of the ship was later beached and sold, the underwriters who owned it receiving £50,000 of their money back.

It is a little known fact that Lloyd's also awards one of the most highly prized medals in the world. This is Lloyd's Medal, presented regardless of race, rank or job for courage at sea or a feat involving shipping. It was created in 1836 and since then 1,754 people have won it, including several civilians.



PEPPER, PLEASE

by Enola Chamberlin

"Pass the pepper, please." Such a remark is commonplace at our tables today. Few, probably, have given a thought to the role this spice has played in the history of the world. And in the western hemisphere especially.

We are told that, when in the Fifth Century Alaric besieged Rome, he demanded 3,000 pounds of pepper as part of the ransom. No amount of gold or jewels would do. He would have to have pepper. Taxes and tributes were paid with pepper. For many years in Europe, as well as in the East, the use of this spice was restricted to royalty and high-ranking nobles.

Pepper is native to the East Indies, to parts of tropical India, Indonesia and the island of Sumatra. It grows on a vine as peppercorns. Picked before it is fully ripe, the entire kernel is ground to make black pepper. White pepper is made from the inside of the fully-ripened berry.

When once this pepper had invaded Europe there was nothing, it seems, the

people would not do to procure it. The desire for it more than for any other Eastern product led the Portuguese to seek an all-sea route to the Orient.

This effort resulted in Vasco da Gama sailing around the Cape of Good Hope. And it also, which is of more importance to us, influenced Queen Isabella in her fitting out of Columbus in his search for the spice islands of the East. That he discovered America instead was hardly appreciated and a big disappointment to the people who were hoping to find pepper.

England came late into the pepper trade. Sir Francis Drake's voyages around the world drew attention to the possibilities of transporting and selling the shriveled black berries. To get them in quantity and as inexpensively as possible, Great Britain acquired India, Ceylon, Singapore — all pepper-growing countries.

The United States entered the pepper trade later still. It was 1788 when the 100-ton brig *Cadet* slipped out of a Massachusetts harbor. More than three years later, when she returned, she was loaded with pepper which she had brought from Sumatra.

This successful trip of the *Cadet* marked the beginning of the New England monopoly of the pepper traffic which was called "The China Trade." And the China Trade resulted in the rise of piracy. What could be of more value to pirates than a cargo of pepper?

But the pirates were not the only enemy to the men on the ships. Even the Malayans, who didn't want the pepper, and had no way of transporting it, attacked the ships as they lay in harbor, swarming onto them and overwhelming the crews by the weight of numbers. Armed fighters on every ship were the answer to all attack.

Today, although we use more pepper than we ever did, 90,000,000 pounds a year, the procuring of it and its transporting are taken as much for granted as the careless request, "Pass the pepper, please."

134th ANNUAL REPORT

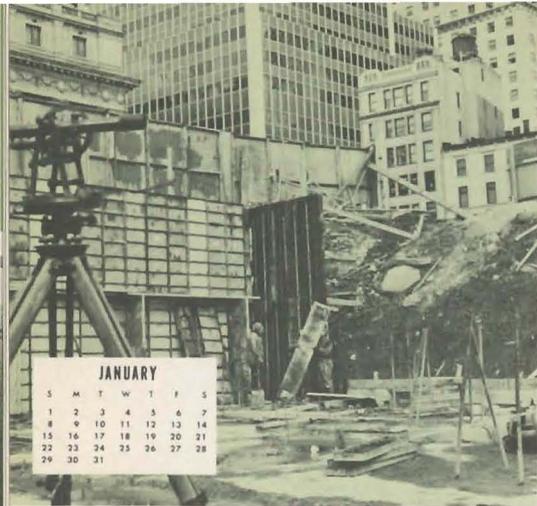
SEAMEN'S CHURCH INSTITUTE OF NEW YORK
Seamen's Church Institute: 25 South Street, New York City • Port Newark Station: Calcutta & Export, Port Newark, N. J.

This issue of The Lookout is an unusual one. It has been prepared to show you progress in the rapid construction of our new home. But the bricks and mortar in our building are only part of the story. Equally important are the people who carry forward our program through which the spirit of Christian fellowship brings comfort and strength to our seamen guests.

The Director of the Institute, the Rev. John M. Mulligan, reports each year on our program to the Board of Managers. We include his report in full this year as it clearly expresses at this momentous hour the history and purpose of our organization.

Franklin E. Viles
President

BOARD OF MANAGERS



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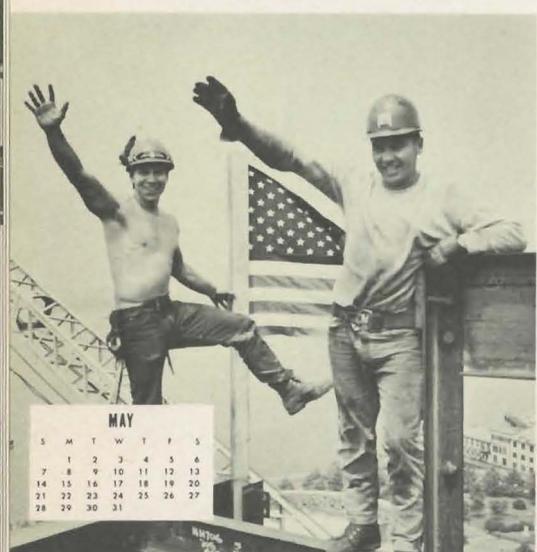
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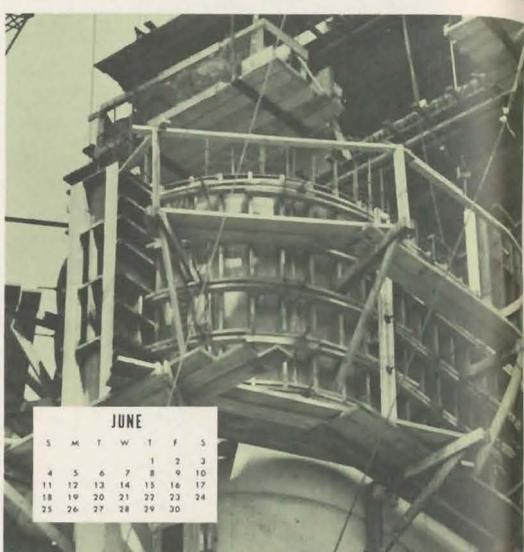
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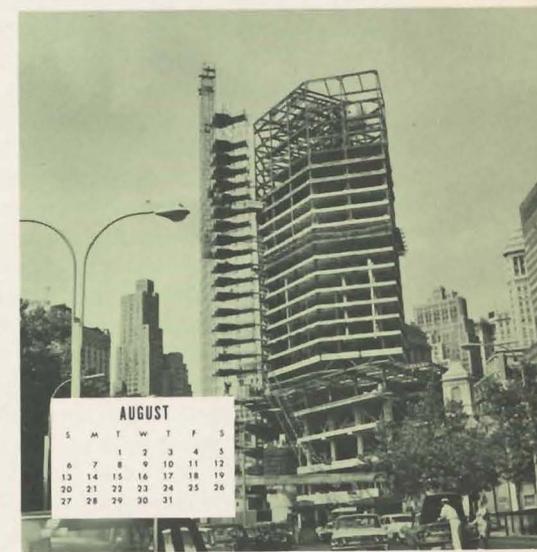
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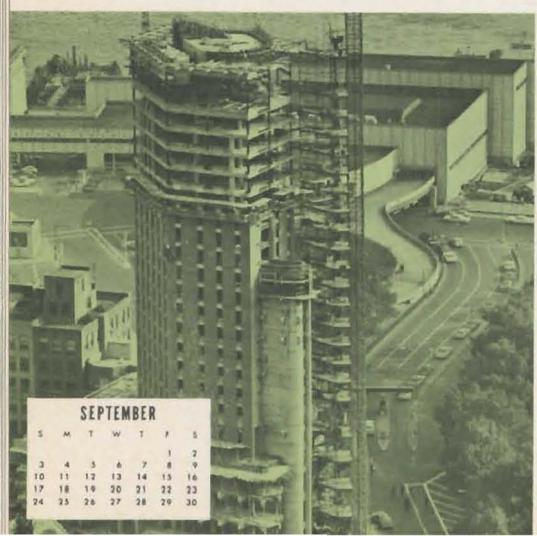
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*Report of the Director
to the
Board of Managers*

Time passes so quickly that it has come to seem that I have no sooner finished reading an annual report to the Board than the moment has come to present another. While we may decry this swift passage of days we are reminded that only busy days pass swiftly. That the past year has been a very busy one in the annals of this Institute, no one here will deny. Our one hope is that it has been as fruitful as it has been busy.

It has never been our custom in these reports to concern ourselves overly much with statistics, departmental or otherwise. These are compiled and presented elsewhere and are available to all. The Treasurer's Report says a great deal and departmental reports indicate advances in many areas. Our concern here is more with what did or did not produce these statistics. Moreover this particular report must be given in a slightly different perspective since it is the last report from this address which, for 55 years, has been known in every corner of the earth. We have indeed come to a turning point in our history. After long examination and study we have made decisions. Now the time has come when those decisions will be tested and the measure of our judgment will be taken. I am confident that they will be fully vindicated.

The 67th annual report of this Board was presented in 1911. In that year a great decision was made. For 67 years the Institute had owned and conducted services in three Floating Chapels. On January 6 of that year the third Floating Church, the second Church of our Saviour, was towed to Mariner's Harbor, Staten Island, where it became the property of the then Archdeaconry of Richmond. That Floating Church was put into service at the foot of Pike Street on the East River in 1870 with Bishop Potter officiating. It had served for 40 years.

The great decision, which had first been advanced by a special committee in 1903, was to consolidate the entire program of the Institute in a single building in order to meet the changing needs of seamen and to stay ahead of the times. In September of that year, although a goodly portion of the necessary funds was not in hand, work on this building was begun. This was a very drastic change in the program and the philosophy of this Institute. But it is interesting to note that one of the reasons supporting this change was the fact that a change

had come about in seafaring personnel. No longer were seamen being recruited from seagoing folk and therefore the men had a need for instruction in their trade that previously had not been necessary. Here was born what has now developed into our Merchant Marine School which over the past 55 years has become an increasingly important area of our program and will be more so in the future as I shall indicate later in this report. It was also in that same year that "The Lookout" was initiated which continues to be a very important item in our efforts to increase support and understanding of our work among our contributors and the general public.

The 70th Annual Report of the Board was issued at the close of the first full year of operation of this building. In this we find ample evidence that the decisions made earlier were completely vindicated. The building was filled to capacity. The Free Shipping Bureau found employment for 3,360 men. In short all systems were "go".

I think we can take heart from all this. We are going to have a magnificent building and now that it is taking very definite shape we are confident that it is going to be both adequate and efficient. We have had time during this year to evaluate many areas of our program, to tailor them so that seamen are better served by them and to begin to operate them as they will operate in the new building. This has been invaluable because it has meant a great saving of time in many areas.

We have also been able to effect many staff realignments which has made for a much smoother transfer and has kept morale high as well as enthusiasm for the new venture. Here again I must express my very deep gratitude and appreciation for the constant cooperation and understanding I have had from our President. Few will realize how much time and thought and worry he has put into this enterprise. He merits your thanks as does the able chairman of the Building Committee, Mr. Monroe Maltby. His great knowledge has been of tremendous benefit to us. Helping too in all this, have been the very pleasant relationships we have enjoyed with Mr. Beckwith and Mr. Young of Eggers and Higgins and Mr. Olds and Mr. McClellan of the George A. Fuller Company. Without their patience and understanding many a situation which could have become sticky and disagreeable has turned into a pleasant occasion which makes me feel more and more that our new home will be a "happy ship".

This year marked the retirement from active service of Leslie C. Westerman after a career of more than 40 years. He came to the Institute in the days of Dr. Mansfield when the Annex to this building was about to be built. He retired when the new building was well on its way to completion. His wealth of experience and judgment were highly valuable to us and we miss him. However all of us must give place in time and we only hope that we can maintain and measure up to the standards set by such devoted persons as Leslie Westerman and leave behind us a solid record of dedication and accomplishment.

And again, I cannot speak highly enough in praise of my colleagues on the staff. Dr. Foust and Mr. Sorensen have worked far beyond the

call of duty in tackling and solving some of our problems, real and imaginary. Personnel problems have been minimal due largely to the salary and benefit program set up by the Board some years ago. We face some potentially rough spots before we are established in the new building but with the fine cooperation we are experiencing in all areas of the staff I am not too apprehensive.

Two other matters I would speak of before I close this report. In the new building we are bringing the Merchant Marine School to the point where it will be, outside the State and Federal academies, the top school of its kind in the country. The fact that the Maritime Administration wishes to house its Radar School in our building and to have it function in conjunction with our school is testimony indicative of the standing our school now enjoys.

However it is somewhat the fashion and it may even be tradition to look upon the Maritime industry as a sick and declining industry with a very black future. It is perfectly true that the industry does have its problems. To many people the industry's approach to its labor and manpower problems is archaic, ineffective and unimaginative. It is true that its value to the national economy is not understood or appreciated in the halls of Congress. The words "automation" and "containerization" are being used more and more frequently in the industry, signifying radical changes in bulk cargo handling and reducing manning schedules for crews.

All of these elements lead people to think in somewhat negative terms and the result is that they see only a diminishing future for the Merchant Marine. And I am sure there are those who are saying, "In view of this dire forecast, why is the Institute spending so much money on a new building?"

In the first place, we don't believe that surface waterborne transport will go out of business. In the second place we believe that as long as men sail in ships, occupational conditions will provide need for services which we can render. But beyond this there is another reason why I think that the services of this Institute will be required in some form for many years to come. There is in the marine field a vast area still in the embryonic stages of development but which in twenty-five years will, I think, be the dominant area of maritime concern and that is the area designated now by the term "oceanography".

I am convinced that in the not very distant future more will be going on on the ocean's bottom than is presently being done on its surface. Minerals, drugs, foodstuffs, fish farms, processing plants and a large number of efforts which many people think of today as science fiction are already well beyond that stage. Seamen are going to be the natural core of the labor force required. Obviously they will need skills which are not required today. Different types of vessels will be required. Some of these are already being built. Therefore I cannot help but feel that this area holds a tremendous future for the maritime industry.

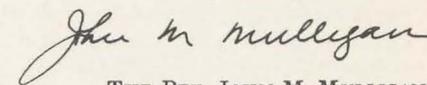
Accordingly in our Merchant Marine School program we are taking steps to bring in relevant material and, from time to time, lecturers in the field to arouse the awareness of our students and as time goes on to develop, where it seems appropriate, material that can be incorporated in curriculum development. In this way we hope to progress to the point where we will be able to offer the required training when the demand arises.

Now a final point. The quality of our new building is established. We know already that the community is enthusiastic about it and feels that it is indeed a first-rate architectural contribution to the port and to the city. But we must not get trapped in others' praise. The building has a striking cross at the top and a chapel at its base. These of themselves are not automatic insurance that we are a vigorous Christian agency, a useful witness of Christ and His Church. That is only determined by the quality of our program and the depth of our concern. We must see our work as something much more than a continuation of a piece of 19th century philanthropy.

We live in a secular age and as representatives of the Church we have to help the Church feel its way and demonstrate its power by works of caring and compassion and to be ready to make plain its faith in new and challenging ways. But it is our experience and I think also of the men we serve, that at the heart of life, bewildering as it may often seem to be, is an ultimate sensitivity. Life has a meaning, a recognition of goodness, a need for purpose and power, a way of looking at things and feeling about things which is mysterious and which makes men feel there is a reality outside themselves which fascinates, which goes on reasserting itself, which raises questions about goodness, value and human destiny. Seamen know this.

It is our business to develop in them a deeper awareness of meaning and to bring them into as full relationship to it as we can, for in whatever terms we use, to know these things is ultimately to know God. So our ministry goes on and it is only this which is of real importance to us. In this we all share and this it is which we must develop in ever-increasing depth. And on that note we reverently say — Farewell 25 South Street. Hail 15 State Street.

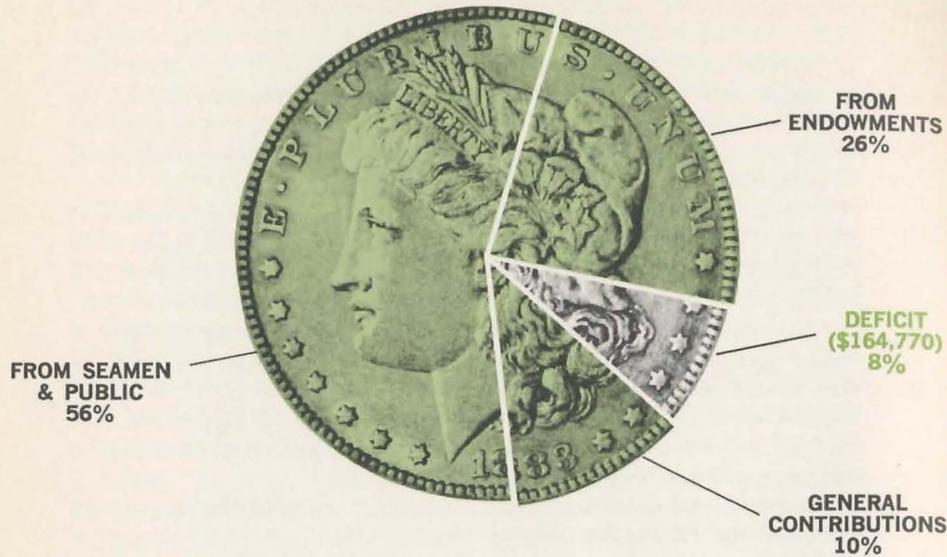
Respectfully submitted,



THE REV. JOHN M. MULLIGAN,
Director

SOURCES OF INCOME DURING 1967

OPERATING BUDGET \$2,060,121



OPERATIONS FOR SEAMEN

Totally Subsidized	Partially Subsidized	Nominally Self-supporting
Employment Bureau	Baggage Room	Hotel
Library	Credit Bureau	Food Services
Game Room	Museum	Tailor
Alcoholics Assistance	Adult Education	Newsstand
Foreign Shipvisitors	Lookout	
Religious Activities	Bank	
Missing Seamen Bureau	International Seamen's Club	
	Mariners Int. Center, Port Newark	
	First Aid Station	
	Women's Council	
	American Shipvisitors	

YEAR ENDED DECEMBER 31, 1967

Gross Income from departments		\$1,134,069
Operating Expenses		
Salaries and Wages	\$ 935,436	
Food & Merchandise	232,692	
Employee Benefits	100,291	
Electric current, fuel, telephone service	80,038	
Supplies	47,512	
Insurance	31,919	
Publicity and printed matter, including "Lookout"	32,531	
Miscellaneous	22,246	
Women's Council — wool and gifts	25,825	
Investment Counsel, legal and accounting fees ..	20,521	
Repairs, renewals and equipment	7,151	
	<u>\$1,536,162</u>	
Religious and Personal Service Departments		
Salaries, expenses and relief	272,864	
Mariner's International Center, Port Newark		
Salaries, expenses	122,679	
Merchant Marine School & Seamen's Advanced Education		
Salaries, expenses	128,416	<u>2,060,121</u>
Excess of expenditures over income from operated departments		(926,052)
Less dividends, interest and other income from endowments	530,215	
Credit Bureau recoveries	13,159	543,374
Deficit from Institute operations		(382,678)
Contributions for general and specific purposes		
Ways and Means Department and special items ..	148,641	
Pier Collections	39,500	
Women's Council	28,767	
Diocese of New York	1,000	<u>217,908</u>
Deficit for Year Ended December 31, 1967		<u>\$(164,770)</u>

() Denotes red figures

The Condensed Statement of Operating Income and Expenses for the year 1966 is derived from the detailed financial statements of the Institute which have been audited and certified to by Laventhol, Krekstein, Horwath & Horwath, independent public accountants. A copy of the detailed statements is available at the Institute for inspection.

Respectfully,
HENRY C. B. LINDE, Treasurer

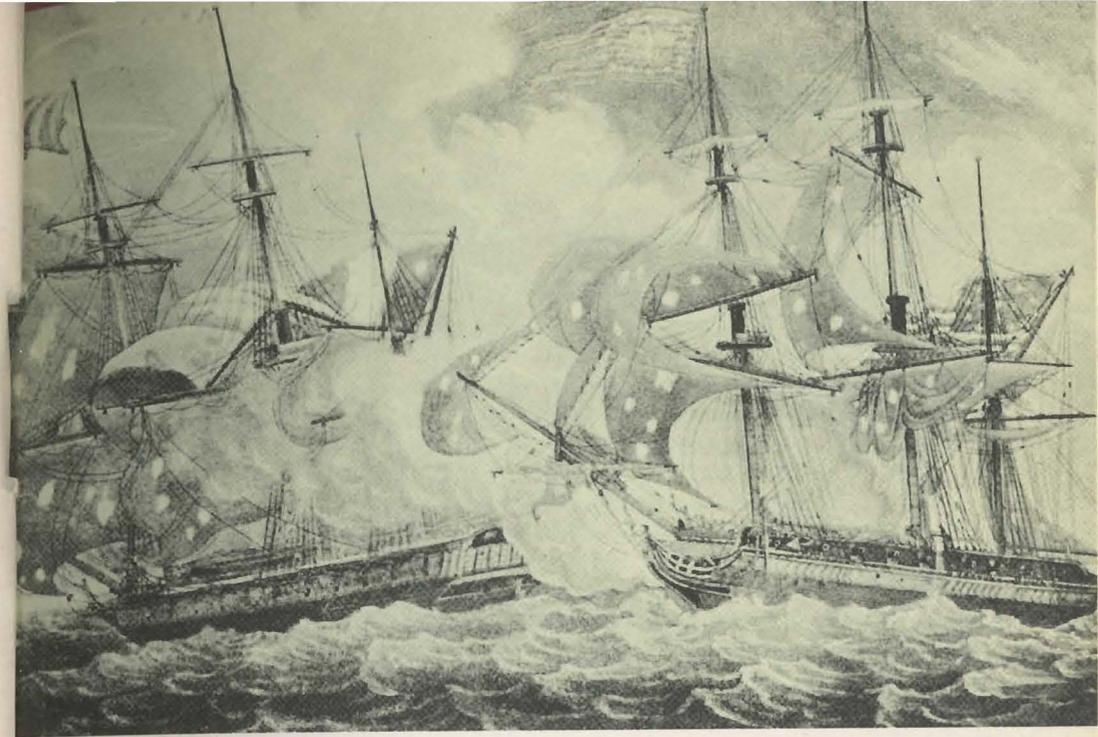
**SUMMARY OF SERVICES TO MERCHANT SEAMEN
1967**

AT 25 SOUTH STREET

676	American ships were visited and welcomed.
2,440	Foreign ships were visited and welcomed.
25,534	Seamen of all nations were entertained in the International Seamen's Club.
35	Foreign nations were represented in the International Seamen's Club.
370	Services were held in the Chapel.
45	Missing seamen were located.
278,860	Rooms available for occupancy by merchant seamen for the year.
23,220	Seamen and members of the community took advantage of group adult education projects and programs.
456	Students were enrolled in the Merchant Marine School; 278 students were graduated.
2,843	Visitors passed through the Marine Museum. (Museum was closed July 1, 1967.)
37,869	Readers used the Conrad Library.
181,766	Books and magazines were distributed aboard ships.
12,653	Pieces of luggage handled.
716,518	Restaurant meals served.
12,094	Calls at laundry and tailor shops.
18,551	Banking transactions.
13,160	Personal service interviews.
2,751	People attended 40 programs in the auditorium.
9,657	Christmas gift boxes placed aboard ships.
3,464	Seamen found temporary jobs through the Employment Bureau.

AT PORT NEWARK

6,000	Seamen took advantage of soccer matches and informal games; 133 official soccer matches were played.
2,526	American and foreign ships were visited, including American and foreign tanker ships.
55	Religious services were provided in the Center.
30,310	Seamen were in some way served through the staff at Port Newark.
1,359	Men transported to dances at Seamen's Church Institute, New York.
24,692	Letters were mailed for seamen.



SAGA OF THE PRIVATEERS

by Paul Brock

We hear little of privateering in modern warfare, yet this system of piracy on the high seas was once the dread of merchant shipping in wartime.

Not one spark of patriotism was shown by the owners and crews of privateering ships. Their sole object was to make money by plunder, and to do this with as little fighting as possible. But when hard knocks could not be avoided, we must do them justice and say that they never shrank from battle.

The officers and crew were nearly always desperate men. Privateers refused no able-bodied man, whatever wrong he had done. The owners of the privateering ships were not very honorable or reputable citizens, yet hardly a voice was raised to condemn their adventures.

Fitting out of a privateer was a risky business, for the vessel might be

captured within twenty-four hours of leaving port. Or, on the other hand, it might send home a dozen valuable prizes in a cruise of as many days.

The captain of a privateer usually had some share in the ownership of the vessel, and officers and crew sailed with a distinct agreement as to what share each would receive of the booty. Under such a system, privateersmen became greedy, brutal and cruel. Privateers and pirates were, in fact, almost the same.

In many cases, if a privateer did not have the luck to fall in with any of the enemy's merchantmen during a cruise, he would seize a neutral ship rather than return empty-handed. But the system had even darker aspects. Many a French privateer was owned by Englishmen and manned by pirates. English privateers were chartered by Frenchmen for the capture of their own ships.

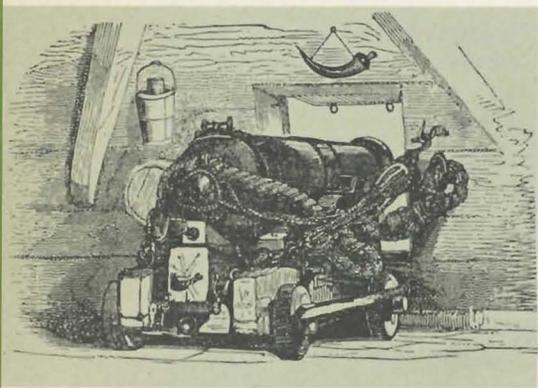
On either side of the English Channel,

the day of a merchant ship's sailing, and her course, was given to the privateer that did the work of the firm. So, under pretext of honorable warfare, innocent people were swindled by their own countrymen.

Privateers — both English and French — were of all sizes and rigs — from mere luggers of twenty tons, carrying a couple of four-pounder guns and a dozen men, to fine, full-rigged ships of 500 to 600 tons, heavily armed and manned by crews of 200 to 300 men.

These were capable of exchanging broadsides with regular king's frigates. Nothing was spared to make their equipment perfect, for the owners knew that one successful cruise might pay for everything.

The total number of privateers sent out by England and France was large. They prowled in every direction, and the seas literally swarmed with them. The largest and best-armed would take long sweeps out into the main ocean, to attack convoys of both outward and homeward bound vessels.



If not taken themselves by men-of-war, they were sure to pick up all the unfortunate stragglers and slow sailers. The privateers were far more effective than the submarines during World War II.

A noteworthy duel between a privateer and the Royal Navy happened in 1798. The British 40-gun frigate *Pomone*, with Captain Reynolds in command, chased the *Cheri*, privateer of

Nantes, France. The two ships were soon alongside each other and a furious battle followed.

In the end, the privateer struck her colors and surrendered after losing her mizzen-mast and suffering great damage. She sank almost before the wounded and prisoners could be taken off.

The *Cheri* had twenty-six guns and was manned by 230 sailors. Her captain and fourteen men were killed. Nineteen men were wounded.

Another thrilling fight took place about the same time; the British 38-gun frigate *Revolutionnaire* chased a strange ship off the coast of Ireland, and after a run of 114 miles in less than ten hours, the stranger surrendered. She proved to be the *Bordelais*, a privateer from Bordeaux, a splendid ship of more than 600 tons with a crew of 200, and mounting 24 guns.

On her first cruise alone she had captured twenty-nine ships, taking them in tow and selling them at her home port. When she fell a victim to the Royal Navy, her owners were not very disappointed. They were already quite satisfied with her work.

The damage done to British commerce by French, Danish and American privateers was considerable. The great risks of capture at the hands of these pirate pests raised the rates of marine insurance ruinously, so that merchants suffered great losses on their cargoes.

Privateers were sent forth solely to pursue and capture merchantmen in order that the crew and owners of the privateer might be enriched. Privateers neither defended their country nor fought its armed foes.

Most civilized nations decided long ago that there was hardly a hairsbreadth of difference between privateering and piracy, and that both privateers and pirates, when captured, should be condemned to death and hanged.

This drastic punishment ended the exciting saga of the privateers.

LIGHTS THAT NEVER FAIL Continued from page 5

In 1778, the armed brigantine *General Arnold* was caught in a blizzard while less than a mile from the light and the captain anchored his vessel rather than risk the treacherous waters of Plymouth's inner harbor without a pilot. The vessel dragged anchor and hit on White Flats.

Seventy-two of the crew died, most of them freezing to death in the below-zero temperature before they could be rescued. The keeper of Gurnet Light was unable to go to their aid because the harbor was blocked with ice. A causeway had to be built over the ice to rescue the survivors. In 1842 the Gurnet lighthouses were rebuilt.

The lighthouse heroes of the coast are often separated for weeks and even months at a time from all physical connections with the American mainland.

Boon Island Lighthouse in Maine (5 lights) was authorized by President James Madison during the War of 1812. Built 6½ miles off the coast of Maine, it is one of the most isolated and most dangerous.

One of the strange tales of the sea was recorded here. In olden days food supplies often ran low. At one time the keepers were marooned on the island for several weeks because of rough weather. The keeper's message in a bottle was picked up by a passing ship which packed some food in a mackerel barrel and set it afloat. Luckily it drifted right, the sea caught it and bounced it up on the bank of the lighthouse.

Cape Elizabeth Lighthouse in Maine was erected in 1828. One of the most thrilling lighthouse episodes happened here on January 28, 1885, when the keeper, Marcus A. Hanna, saved two crew members of the schooner *Australia* which had grounded on the ledge near the fog signal station.

The two men had clutched the rigging and were coated with ice, unable to move. Hanna tried to reach them

with a rope and only succeeded when a towering wave smashed the ship against the rocks. One of the sailors managed to reach the line and tie it around his waist. The keeper pulled him in. As he was pulling the second man in he almost collapsed from exhaustion — when help arrived.

The Dice Head Lighthouse in Maine built in 1829 on the mouth of the Penobscot River is a monument to the historic Pentagoet region. Here French traders, the first white settlers of 1614, gave way to the British from the Plymouth colony in 1629. The light is unmanned.



Minot's Ledge light station (Massachusetts) circa 1800's. Completed in 1868.

Maine's Portland Head Lighthouse still stands as one of the four colonial lighthouses that have never been rebuilt. It was George Washington himself who engaged the masons in 1787 to build the light, advising that since the government was poor, the materials used should be taken from the fields and shores. During the Civil War, raids on shipping in and out of Portland Harbor became commonplace.

(Continued in May issue of Lookout)

PERSPECTIVE

Come down and walk on land beside the sea.
Enjoy the grandeur of her presence there
And listen to her ageless melody,
Inhale the scent of seaweed in the air.
Be still a while before her on the land,
This tenant of the earth's deep sunken floor;
And later bend and touch her with your hand
As gracefully she dances on the shore;
Then gaze upon the sea both near and far.
Her shadowed depth, her gleaming breadth and length
Reveal of what significance you are
Beside such vastness and unfettered strength.

John Van Brakle

I CHOSE DESPAIR

I chose despair this morning on my watch.
Despite a dawn of flowers and a burning sea,
My heart turned hard about; I would not catch
The heaving line of hope the world had hurled to me.
The faith of dolphins rubbed against my ship,
A synagogue of sea birds chanted by, above
The cross of metronomic mast and top.
And yet I spurned the net and hook of love.
Though white gulls beckoned through primordial air,
Impatient and perverse — I chose despair.

Sanford Sternlicht