The LOOKOUT

DECEMBER 1984

Editor's Note:

If all goes according to plan, our Manhattan headquarters will be re-located to 50 Broadway in Lower Manhattan by early Spring of 1985.

This interim move of approximately two to three years will allow for the completion of sale of our 15 State Street building and the preparation of new permanent headquarters at another Lower Manhattan site (to be announced).

Occupying one and one-half floors of the 50 Broadway building, the interim facility will include a seafarers' club and reading room, mail service for seafarers, counseling and referral offices, ship visiting facilities, a volunteer and Christmas-at-Sea room, the Center for Seafarers' Rights offices as well as expanded maritime training facilities including specially designed seminar rooms and radar simulator laboratories. The principal administrative offices of the Institute will also be located at 50 Broadway.

The Institute will continue to operate its Seafarers' Center in Port Newark, NJ and its ship visiting, emergency assistance and seafarer transportation services throughout the port area.

We will keep you advised of our progress as the work goes forward and we will also advise you as to when we will be changing our mailing address. Until that time we can be reached at our present address, 15 State Street, NYC 10004, telephone 212/269-2710.

In the next issue we will tell you of some of our new plans for the immediate future and invite you to visit us at our new facility.

For the present, we thank you for your interest in and support of our work in 1984, and wish for you only the happiest and healthiest year ahead.

Carlyle Windley
Editor

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The LOOKOUT

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Editor: Carlyle Windley
Features: Ellen Kavier
Production Assistant: Elizabeth Norberg-Ellis

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Kathryn Mills, Ordinary Seaman

On meeting 36-year-old Kathryn Mills at a dinner party in Salt Lake City, I thought she was joking when in reply to my question about what she did for a living she casually replied, "I'm a sailor."

"How interesting . . . you're in the military?" I asked.

She smiled, "No, actually I'm in the merchant marine with Exxon Shipping company—you know, oil tankers."

I tried to imagine the tall, thin, elegantly dressed Katharine Hepburn look-alike working on an oil tanker, but the images just didn't connect. My mother works in a coal mine and we've talked many times about what it is like for a woman to work in a traditionally male-dominated occupation. I had even spent time touring mines, talking with miners and taking photographs, but that experience seemed so far removed from a seaman's life that I was curious about how Kathryn had come to be a sailor and what life at sea was like for her.

I asked if we could meet for an interview, but Kathryn was leaving the next day for San Francisco to start her next 60-day tour of duty. As an alternative, she suggested I come to the ship and have our conversation there.

So, three days later I found myself looking straight up a 100 foot ladder—more properly called a gangway—wondering how in the world I was going to make the climb with all my gear and camera equipment while avoiding major injury or heart failure. The chief mate, who was near the steps, sensed my dilemma and helped me negotiate the climb. Once aboard, I took a deep breath and looked around. Everything seemed so huge and complicated, with pipes running every which way. Fortunately, Kathryn, now dressed in a typical work-day outfit of jeans, plaid shirt and work boots, was waiting to greet me. We walked to her cabin and after settling down with a cup of coffee, I started to ask the many questions running through my mind.

"Just what made you become a sailor?" I wanted to know first.

Kathryn said it happened quite by accident. "I was in the restaurant business for ten years, but I sold out and decided I would relax," she recalled. "That lasted for about six months before I started getting 'antsy' and wanted to do something else. I was going with a fellow who had been in the merchant marine for some time and he suggested I apply at the office in Concord, California, where I was living. So I filled out an application, took a short aptitude test and about a month later I was notified that I had a ship. It was a lightering ship docked in San Francisco."

"How did they train you for the work you would be expected to do?" was my next question.

"The chief mate and other sailors were very helpful in showing me the ropes," she smiled.

"How did you prepare yourself mentally for such a drastic change of lifestyle and did you ever have any doubts about your capabilities or stamina for this kind or work?"

"Well, to answer about my mental preparation, I looked at it as a challenge, an opportunity to expand my world and an adventure. I felt very capable of doing the job—it's really a mixture of logic and common sense. I also think everybody being so helpful had a great deal to do with me catching on so quickly."

I pictured seamen's work as involving a lot of heavy, physical labor and was wondering how much of that Kathryn did and what sort of reactions or help she received from the men she worked with.

"I am an ordinary seaman which means I do anything from pulling lines to standing watch. Everybody generally lends a hand, I help them and they in turn help me if I need it. Sometimes some of the 'old hands' make a remark like 'If you can't handle it then you shouldn't be here', but those remarks don't bother me much," Kathryn said. "The thing I really dislike the most is cleaning the tanks. It's really a brutal job."

"What appeals to you most?" I asked next. "What keeps you coming back on board?"

"Oh, the sea, of course!" She held her arms open wide and continued, "its vastness, the freedom, the solitude, breathing the fresh air deep in your body. The beauty is beyond words—something one must experience individually."

While Kathryn prepared to go to work, I decided to explore the ship and took my camera with me out on deck. Across the water was a breathtaking view of San Francisco's skyline as dusk began to fall. I watched as Kate (she said Kathryn was too formal) lowered the flag for another night and felt somewhat like an intruder stepping into someone else's dream-world.

The stillness of the sunset was broken by shouts. Directions were being given to several men loading barrels onto the deck and then into a kind of storage room. They stood the barrels side by side and tied them with a thick rope, a process called "battening down" as I later learned. I watched Kate work alongside men of various ages, nationalities and personalities. She didn't seem out of place and certainly did her share, if not more, of the work.

"Have you ever been afraid of the sea?" I asked the next day at noon, when we had a chance to continue our conversation.

"Only once so far," Kate replied, "in the middle of a hurricane—it was like a battlefield."

"Doesn't it get lonely out here, Kate?"

"Oh yes, indeed it does," Kate said in a voice filled with emotion. "I miss my family and friends, the theater, reading the morning paper—the simple things in life we all take for granted. But not being married I don't have to deal with the same type of separation as most of the men face, who are away from their wives and children. The separation from family is probably one of the biggest difficulties that comes with the job."

I had one last question, "How long do you think you want to be a sailor?"

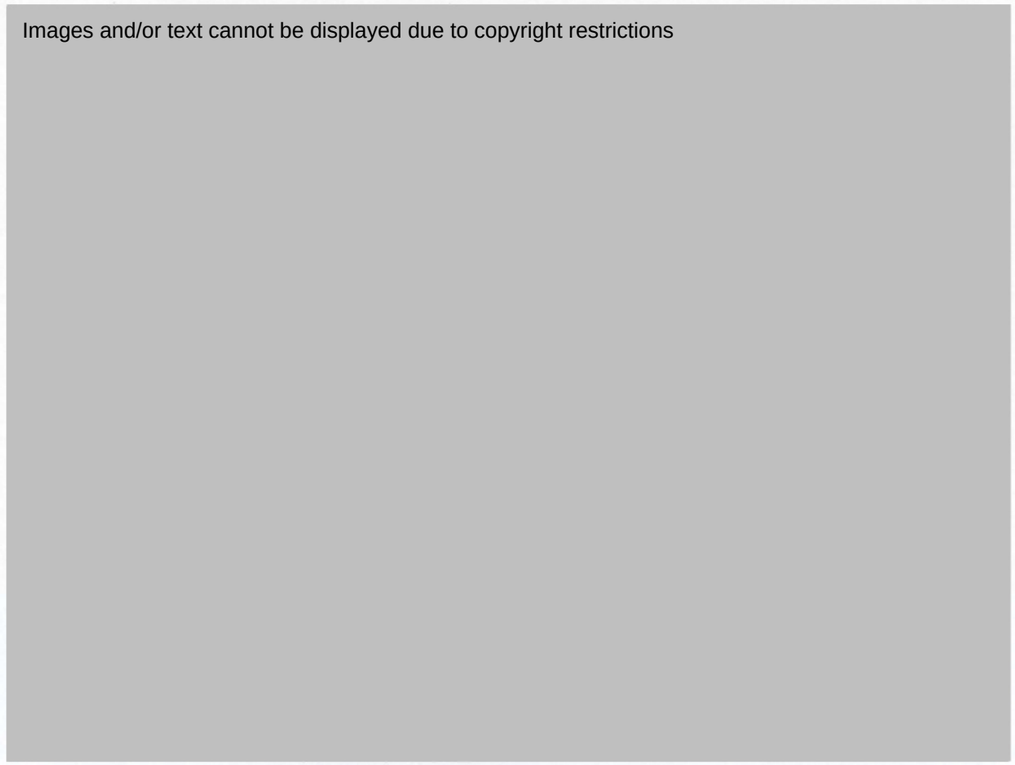
Kate smiled and thought for a moment. "I used to think that only someone very special could ever take me away from the sea, but even that's hard to imagine." She smiled again and winked at me and said, "No matter what I do or where life leads me, I'll always be a sailor."

Debbie Stroy

Kate Mills, OS

HELMEPA

SAVE THE SEAS



Reproduced from the cover of the current HELMEPA descriptive brochure.

Perhaps no nation owes more of its history, culture, commerce and life to the relationship of man and the sea than does Greece. From the roots of its ancient mythology to its present day commercial shipping industry, Greece and the sea that surrounds it have been as one. This unique interrelationship between man and his environment has not only produced economic rewards but spawned a remarkable private organization dedicated to the protection of the marine environment from the ravages of man-made pollution, the Hellenic Marine Environment Protection Association (HELMEPA).

George P. Livanos, Chairman of the Board of Directors of HELMEPA and President of Seagroup, Inc. explains that in 1981 the Union of Greek Shipowners began to look at what it could do about alleviating the growing problem of ship-generated marine pollution.

"The oncoming destruction of the marine environment and the gradual but steady elimination of what Homer so correctly termed 'the source of life for all' awakened a sense of duty in a number of Greeks who depend on the sea for their living."

After more than a year of discussions, the Union of Greek Shipowners and the Panhellenic Seamen's Federation launched HELMEPA on June 4, 1982 by signing an extraordinary document, "A Declaration of Voluntary Commitment to Save the Seas," which pledged both groups to voluntary efforts to eliminate ship-generated marine pollution.

Mr. Livanos believes the key to HELMEPA's efforts today and in the future lies in its ability to mobilize individuals from diverse groups into taking on a personal responsibility for maintaining a clean marine environment.

"HELMEPA is unique in many ways such as having been formed through the initiative of the shipping industry, which profits from the use of the sea but represents a potential threat to it and by providing a means of cooperative action for two groups that often see themselves in adversary positions—ship owners and seamen. But most importantly, HELMEPA is unique in its dedication to the idea that we can maintain a clean environment in our seas by motivating what I like to call the human factor. Our work is dedicated to raising the environmental consciousness of our members and emphasizing the importance of voluntary, personal commitment to the idea of saving the seas as an alternative to more regulatory action by governments."

HELMEPA has been supported in its mission by an impressive array of international organizations dedicated to environmental protection. The roster includes the Club of Rome, the World Wildlife Fund (WWF), the International Union for the Conservation of Nature and Natural Resources (IUCN), the International Ocean Institute (IOI), and the International Institute for Environment and Development (IIED)—all of whom signed the HELMEPA charter. As it developed its action plan for saving the marine environment surrounding Greece, HELMEPA has also found support from the European Environmental Bureau (EEB) and the United Nations Environmental Program (UNEP), as well as the International Maritime Organization (IMO) and the International Labor Organization (ILO).

In the Declaration of Voluntary Commitment to Save the Seas, HELMEPA has declared its principal function to be the education of the Greek shipping community in order to raise their awareness of the dangers inherent in continued marine pollution and the actions they could take to help end this steady destruction of a most precious resource. It has set about fulfilling that goal through a variety of programs directed to all members of its constituency.

Communications tools such as posters, radio and television spots, audio and video cassettes, brochures and a bi-lingual newsletter have made the HELMEPA message a familiar part of Greek life on land and at sea, to such a degree that it has become a part of the consciousness of the general public, as well as seamen.

In an effort to inform its members on international conventions and procedures, a series of 34 seminars was launched in October, 1983 covering such topics as ship safety, prevention of marine pollution and marine environmental regulations. They were attended by more than 1,000 masters and engineers in the 1983-84 academic year and the series began anew this fall.

Along with the IUCN, the World Wildlife Fund and the United Nations Environmental Program, HELMEPA maintains a permanent photographic exhibit on environmental issues in Piraeas. Last year, HELMEPA donated funds that enabled 10,000 Greek schoolchildren to visit the exhibition so they could be introduced to the issue of ocean pollution, see what's being done about it today and begin to understand how the problem could impact on their lives in the future.

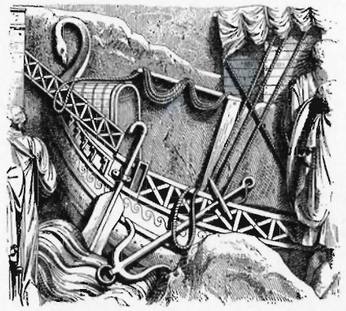
Mr. George Livanos speaking at a recent meeting of HELMEPA.

HELMEPA is also making its voice heard in international forums. At the European Economic Community's "Sea Technology-Europe" symposium, HELMEPA proposed a "Mediterranean Initiative," which called upon Mediterranean nations to join with it in giving priority to programs designed to educate and motivate individual, voluntary efforts in their nations to protect the sea. HELMEPA was represented at the IMO 1983 General Assembly and the Expoship North America '84 meetings and has made valuable contacts with both the United States and Canadian Coast Guards to discuss issues of mutual concern.

Still, the heart of the HELMEPA effort is directed towards its membership—more than 400 Greek ship-owning companies, 1,500 seamen and nearly 100 associate members representing shipping related industries in Greece. Since this past Easter, the HELMEPA flag has flown on member vessels as a symbol of Greece's seafaring tradition and the Greek ship community's voluntary commitment to "save the seas."

Mr. Livanos speaks for the entire HELMEPA organization when he assesses its past achievements and looks confidently toward the future.

"Our success will come about because the ship owners and seamen have put aside their differences and self-interest to battle for the protection of the sea, from which the Greek nation has for so long drawn the means for its survival. We hope our example will inspire others to join us in this most urgent battle."



The Titanic Memorial Lighthouse

Titanic Memorial Lighthouse as it appeared atop the SCI building at 25 South Street

For hundreds of dazed survivors in the boats, the view was incredible. Unreal. What had been the world's largest and loveliest liner on her maiden voyage just a few hours before, was now a stark, vertical pillar of death, silhouetted darkly against the brilliant stars and poised for her final plunge to the icy depths of the North Atlantic.

The very next day, through ironic coincidence, previously scheduled cornerstone ceremonies for the new Seamen's Church Institute were carried through at 25 South Street in lower Manhattan. Shortly after, it was decided to make an addition to the new building as a fitting memorial to the *Titanic's* 1,517 lost souls. The Seamen's Benefit Society and the American Scenic and Historical Preservation Society launched a joint subscription campaign for the erection of a memorial lighthouse and time ball device atop the very roof of the 12-story Institute building. It would overlook New York Harbor where the *Titanic* would have arrived at the end of her unfinished passage.

On April 15, 1913, exactly one year later, the Titanic Memorial Lighthouse, whose steady green light was to shine for more than 50 years as a reminder and homecoming beacon for untold thousands of seamen under all flags, was consecrated.

The new Titanic Tower stood wreathed in driving mists on the rooftop that gray, rain-swept afternoon as the Right Reverend David Greer, Episcopal Bishop of New York and President of the Institute, addressed the hundreds present: "The service that brings us together to-day is of great significance. We commemorate the exhibition of some of the finest and noblest elements of human nature. But this memorial service is something more than that. It is meant to perpetuate not only the human values on that occasion lost, but the human values on that occasion found which were then revealed." The Titanic Memorial Lighthouse was thus formally dedicated: "... in memory of the engineers who sent their stokers up on deck while they went to certain death; of the heroic band of musicians who played even while the water crept up to their instruments; of the postal clerks who bravely put duty ahead of safety; of the Marconi operators; of the officers and crew who stayed by their ship. It will be given in memory of those in the steerage who perished without ever realizing their hopes in the new land, the America of endless possibilities. It will be given in memory of all the heroic deeds by first and second class passengers. In short, it will be a monument to every person without regard to rank, race, creed, or color, whose life went down when the giant vessel slipped beneath the waves."

The weathered green copper tower weighed nine tons and stood 216 feet above mean high water at the southwest corner of the SCI building. The beacon itself consisted of three Cooper Hewitt mercury lamps, rated at 2500 cp each. Though the light was more symbolic than navigational, it could be seen six miles down The Narrows at the very entrance to New York Harbor. Under optimum conditions it could be spotted up to 10 miles at sea. In fact, during its years of operation it was one of only two official Coast Guard lights on Manhattan Island, the other being the Jeffrey's Hook Light beneath the George Washington Bridge, better known as "The Little Red Lighthouse."

The Institute enshrined the Titanic Light with a bronze tablet placed at deck level that declared:

THIS LIGHTHOUSE TOWER
IS A MEMORIAL TO THE
PASSENGERS, OFFICERS AND CREW
OF THE STEAMSHIP TITANIC
WHO DIED AS HEROES WHEN
THAT VESSEL SANK
AFTER COLLISION WITH AN ICEBERG
LATITUDE 41° 46′ NORTH
LONGITUDE 50° 14′ WEST
APRIL 15, 1912
ERECTED BY PUBLIC
SUBSCRIPTION, 1913

The Seamen's Church Institute chose green for the beacon's color since red could not be distinguished from white or yellow beyond a certain distance. Also, it was a distinctive departure from traditional lighted navigational beacons.

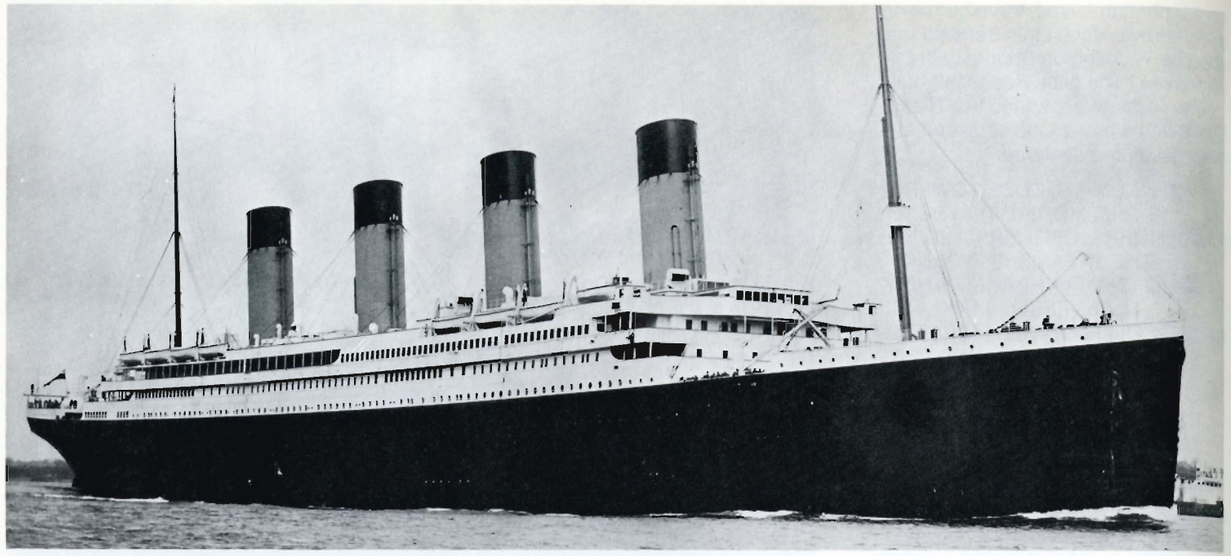
Meanwhile, the famous time ball device was installed atop the light and went into service for the first time on November 1, 1913.

The time ball concept was essentially a pre-radio aid for synchronizing ship chronometers when in port between voyages and the SCI instrument was typical of the genre. It consisted of a hollow, bronze-framed, 200-pound ball four feet across and covered with black painted canvas for maximum visibility at a distance. The ball was mounted astride a hollow central rod rising 16 feet above the top of the light. Inside the rod were cables for hoisting the time ball to the top of the rod. There an electric magnet was switched on and held the ball in position. At one minute to 12 noon, a series of electric time signals or clicks came through telegraph lines connecting the time ball with the Naval Observatory in Washington, D.C. After 28 clicks there was a one-second pause followed by 20 additional clicks and a 10-second pause while a switch connecting clicker to magnet was thrown. At exactly 12 noon EST (1 pm EDT) the final click cut the magnet's current and released the ball for its brief plummet down the shaft. Arresting gear cushioned the ball's impact into a specially designed receiving cup. In 1913 the annual cost for this electrical timing service was a mere $72.

The time ball operated regularly every day except on weekends and holidays. Hundreds, even thousands of onlookers, residents, and visitors alike around lower Manhattan, Brooklyn Heights, and adjacent harbor waters awaited the event each day. Remember, these were pre-quartz watch days when timepieces had to be checked and reset daily. On rare occasions when mechanical malfunction, maintenance, or winter icing temporarily idled the time ball, scores of irate calls poured into the Institute, demanding to know what had happened to their faithful time check.

For many years the Titanic Light's

The SCI building at 25 South Street with Titanic Memorial Lighthouse at the top.



The Titanic

time ball was the only surviving active instrument of its kind in the United States—perhaps even the world!

Over the years the Titanic Light's steady green light gleamed nightly as a welcoming beacon to all who knew it. During World War II, however, the light was extinguished "for the duration" as were most other beacons around the world. On the other hand, the time ball continued its daily plunge at the stroke of noon.

Every year on April 15, memorial services were held at the Institute to commemorate the *Titanic* disaster. In 1965, though, a change in the annual observance was foreseen when the old SCI building was put up for sale. A need for larger, modern quarters dictated this decision and soon contruction of a taller, more spacious home began at 15 State Street, a few blocks away, overlooking the Battery and South Ferry.

In the fall of 1967, the celebrated time ball quietly ceased operation as SCI's Deputy Director, Dr. Roscoe T. Faust, explained: "It needed to be repaired and we decided it wasn't worth it so soon before we moved." Public reaction was surprisingly minimal, since most people knew the building was soon coming down. The famous Titanic Memorial Lighthouse and time ball had served New York City well for 55 years.

The following April the Institute did move to its new home and demolition of the old building commenced. On July 24, 1968, the Titanic Memorial

Titanic Memorial Park at the entrance to South Street Seaport

Lighthouse and time ball were lowered intact to street level by the Kaiser-Nelson Steel and Salvage Company and presented, gratis, to the South Street Seaport Museum several blocks up the East River. There it lay for seven years on the Museum's Pier 16 while funds were being raised to construct a suitable setting and new home for the venerable memorial.

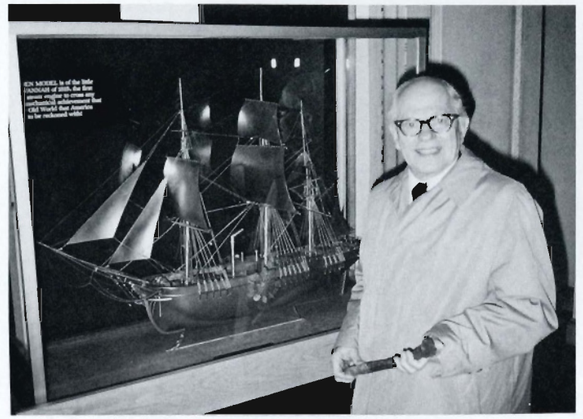
In September 1975, the Exxon Corporation came forward with a $200,000 challenge grant to erect the Memorial on its own brick and masonry pedestal as the central jewel in a specially constructed park at the entrance to the museum complex. It was to be part of South Street's contribution to New York City's gala 1976 bicentennial celebration. Matching funds for the showcase Memorial came, appropriately, from the Astor Foundation since it was Colonel John Jacob Astor who was among those lost on the *Titanic* decades before.

Today the original lighthouse and time ball adorns Titanic Memorial Park and welcomes all to South Street Seaport's many nautical delights. A memorial bronze plaque, affixed to the masonry pedestal at the South Street Seaport Museum commemorates the *Titanic* disaster and briefly describes the light and time ball's vari-colored history.

The Museum has announced that the light and time ball *will* be reactivated—again, when necessary funds are raised. Then, lower Manhattan will again have one of its most cherished maritime remembrances on an active schedule.

Michael J. Mooney

Frank O. Braynard and The *SAVANNAH*



Marine Curator of Kings Point US Merchant Marine Academy Frank Braynard with museum's model of the Savannah

When he spoke into the microphone, describing the history and fate of the world's first steam powered ocean-going ship, the audience hushed, immediately enthralled by the warmth and animation of this grand story teller. The saga unfolded with the drama of an adventuresome tale, interrupted only by witty asides, as Frank Braynard described his more than twenty-five year search for the skeletal remains of one of the world's most famous ships.

Around 1817, a young American visionary and inventor, Moses Rogers, one of Robert Fulton's engineers, got the idea to use steam to cross the Atlantic. The notion was universally rejected as folly. The concept was so far ahead of its time that no one would attempt the same feat again for another twenty-five years.

No investor thought enough of the project to finance the construction of Moses' vessel until William Scarbrough of Savannah, raised the $50,000 needed to build the ship from fellow Georgia businessmen. Construction of the Savannah was begun at the Crockett and Fickett shipyards in New York City.

The paddlewheel steam vessel Savannah, launched in New York, began a short-lived but momentous career that wouldn't be recognized or appreciated for well over a hundred years. In fact, the propeller wouldn't be invented to power steam vessels for another several years.

When she was launched, the Savannah was only 99 feet long and 25 feet wide. The ship was of 300 tons, and was powered by an 80 horse power engine. The Savannah was equipped with sails, as every steam ship would be even well into the 1900's, so skeptical were the builders about this new contraption's ability to power a ship any distance over water.

To prevent the sparks from the boiler setting fire to her canvas, the vessel was equipped with a bent smoke stack, which could be swiveled to direct the sparks away from the sails. The Savannah had a spacious saloon and 36 staterooms but when this tiny American ship set sail not one person dared to book passage and not one merchant would entrust cargo to this first attempt to cross the Atlantic with steam. So on May 22, 1819, Captain Moses Rogers and the steam ship Savannah set sail from Savannah for England with only her provisions, wood and coal for her boiler and a small crew. The trip lasted 29 days.

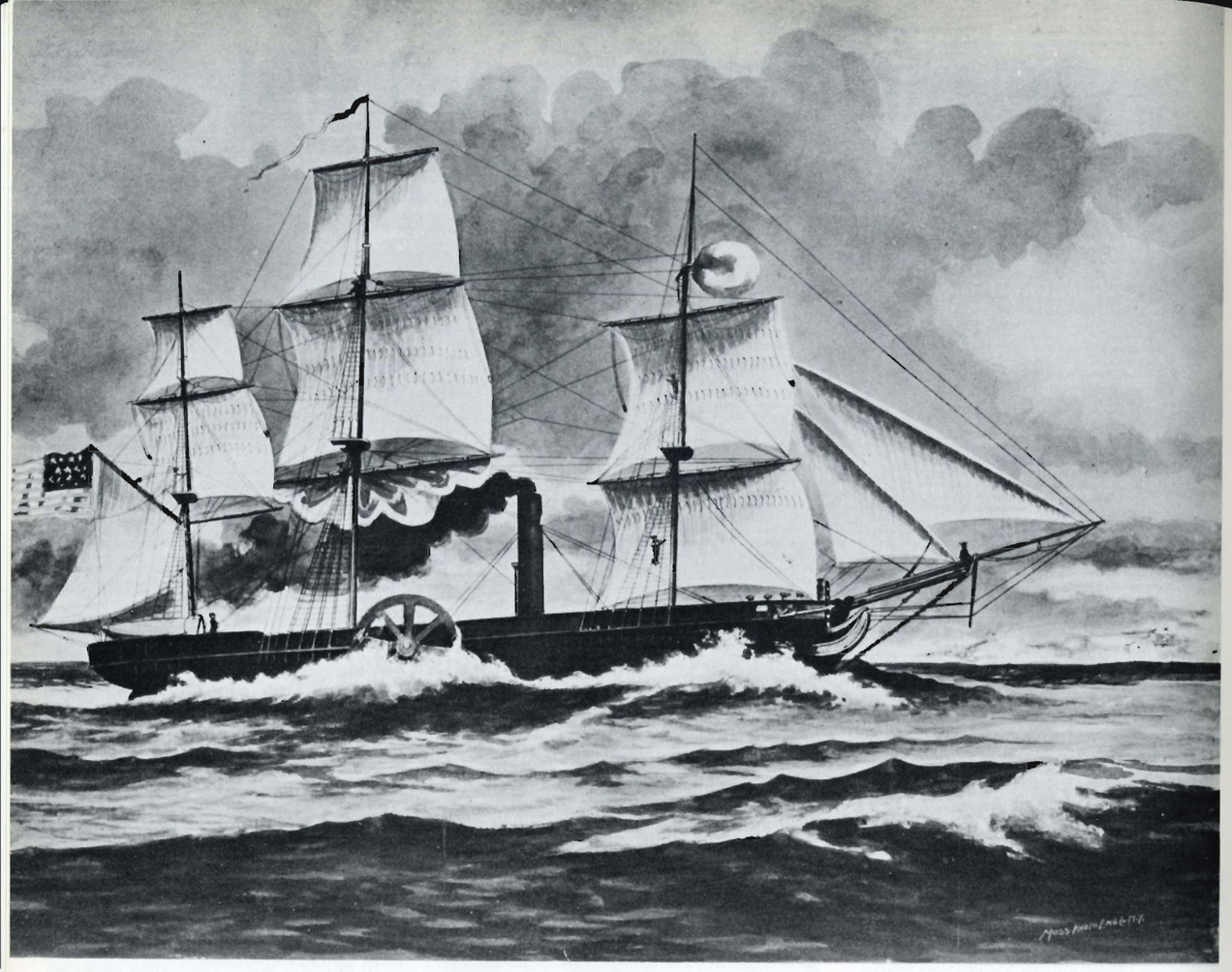
When she was spotted off the coast of England, the coast watchers seeing the smoke emanating from her funnel, thought the Savannah was on fire. The British dispatched a ship to help. Moses Rogers decided to have some fun with the British vessel. Using steam power, he navigated well out of range of the frustrated British sailors until reaching port.

In Europe, the American sailors were heralded as great curiosities. Rogers took the Savannah to Denmark and Sweden in the hopes of persuading the governments there to buy his ship. Without success, the hapless inventor, who's genius was years ahead of his time, sailed to Russia.

At St. Petersberg, he was received by the Czar. The Czar wanted the Savannah for Russia, but instead of cash, offered to buy the ship in exchange for a 25-year monopoly on all steamboating in Russia. Disappointed and broke, Moses Rogers sailed the Savannah home, where this first historic steam ship was put up for sale.

There were no buyers. The world was still skeptical of the ship in spite of the amazing feat of her steam crossing. Finally, her owners put an advertisement in the newspaper offering the vessel for sale with a notation, "For $300 you can take her engines out and she'll be just as good as any other ship." And that's what was done.

The Savannah was converted into a sail packet and used in the Savannah to New York trade. Two years later on November 5, 1821, off-course and caught in a dense fog, she ran aground off Fire Place, Long Island. Unable to pull her off the sand, the ship was left



The Savannah

where she was, eventually broken up by the waves and storms, filled and buried by the sand.

More than a century and a half later, Frank O. Braynard, noted marine historian and curator of the Kings Point United States Merchant Marine Museum, hopes to rekindle interest in the Savannah. Braynard and the museum have kicked off a new project to locate the remains of this famous ship off what is now Bellport on Long Island's south shore. If the project is successful, they hope to raise the ship, restore and preserve her as part of America's nautical heritage.

Recounting the story of the Savannah's construction, fitting out, the voyage and subsequent grounding, Frank seems super charged with energy and enthusiasm. The characters in the legend come alive. Moses Rogers is championed as an American hero with great talent and foresight. A visionary whose genius was never really recognized.

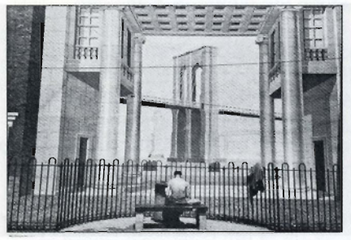
In 1962, a second Savannah was launched, this the first nuclear powered ship in maritime commerce. Unfortunately the nuclear ship Savannah never caught on; was never really given a commercial fighting chance, and like her namesake, probably far ahead of her time. Today she sits in Savannah, Georgia, her power plant removed, unused.

But regarding the original Savannah, if the present fund raising plans work out then Frank hopes to be able to launch a full scale search effort for her. Side scan and bottom scan sonar readings taken over the area where historical accounts say the ship was grounded on Long Island, have yielded up several spots which Braynard wants to probe using divers equipped with an air lift device. With the air lift, divers can clear away sand on the bottom relatively quickly. Frank suggests that if the Savannah is indeed buried under as much as eight feet of sand, where there is no oxygen, then she ought to be in a good state of preservation.

For Frank Braynard, finding and preserving the remains of the Savannah is more than a historical fantasy. The ship and her legend are a symbol of American maritime ingenuity. In a world marked with a serious decline in American flagships and shipbuilding, such symbolism is especially needed now.

John C. Fine

Lower Manhattan Photo Survey



JILL FREEDMAN

Lower Manhattan has long been the home of New York's financial community and the center of the city's sea going commercial trade. But recently the face of Lower Manhattan has begun to change. The opening of the South Street Seaport complex, the building of Battery Park City, an explosion of new and restored office towers and the wide-spread conversion of commercial space to apartment living have brought new life into the area and changed downtown New York's 9-5 weekday world into a 24-hour a day, seven day a week festival of people and happenings.

From mid-1982 to spring 1984, a team of seven distinguished photographers recorded these changes and presented them in a photographic exhibition entitled, Lower Manhattan: A Community in Transition, which ran this fall in the galleries of the Federal Hall National Memorial on Wall Street.

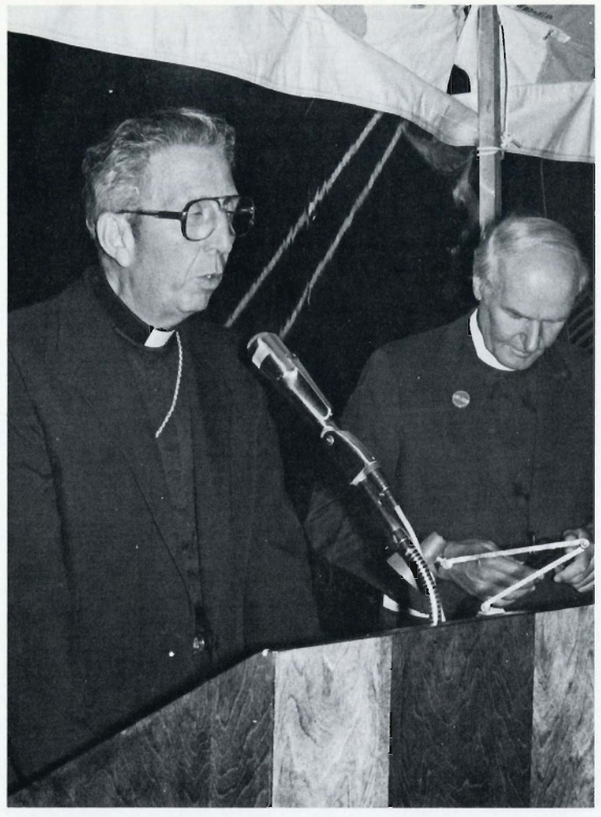
The 150-photo exhibit featured the works of Ed Fausty, Larry Fink, Jill Freedman, George Malave, Toby Old, Brian Rose and Sy Rubin. It was sponsored by the Seamen's Church Institute, the National Park Service and the Federal Hall Memorial Associates. Funding for the project came from a matching grant from the National Endowment for the Arts and corporate support.

Each photographer brought his or her own distinctive eye and style to the assignment. As both an aesthetic and social document, their work could well prove to be the definitive visual statement of Lower Manhattan in the early 1980's.

GEORGE MALAVE

JILL FREEDMAN

LARRY FINK



PORT GALA '84

More than 300 people from the port and northern New Jersey business communities attended Port Gala '84—a gala nautical evening showcasing Port Newark/Elizabeth and, this year, celebrating the 150th Anniversary of the Seamen's Church Institute.

Held at the Institute's Port Newark Seafarers' Center, the evening included boat and land tours of the port, a cocktail hour and exhibits, and a seated dinner in a giant tent on the Center's lighted soccer field followed by a cabaret for all the seafarers in port to which the dinner guests were invited.

Michael E. Maher, Chairman of Maher Terminals, Inc. and Robert V. Van Fossan, Chairman of Mutual Benefit Life Insurance Co. served as Dinner Chairmen for the event and New Jersey's governor, the Hon. Thomas H. Kean was Honorary Chairman. Joining them on the Honorary Committee were thirty-five prominent New Jerseyans as well as the Rt. Rev. Paul Moore, Jr., Bishop of New York; Thomas W. Gleason, President of the ILA, AFL-CIO; and the Hon. Anthony D. Marshall, President of the Institute's Board of Managers. In addition, a standing committee from leading New Jersey businesses plus the Port Authority of NY & NJ, the Greater Newark Chamber of Commerce, the ILA Locals 1233, 1235 and 1478-2 helped plan and stage the gala evening.

Messrs. Maher and Van Fossan emphasized the increasing importance of the port and international trade to the growth of the state's economy and the importance of the Institute as a welcome oasis and source of friendship and assistance to all who arrive in the nation's largest containerport.

N.J. PORT GALA '84

Photos, clockwise from top right:

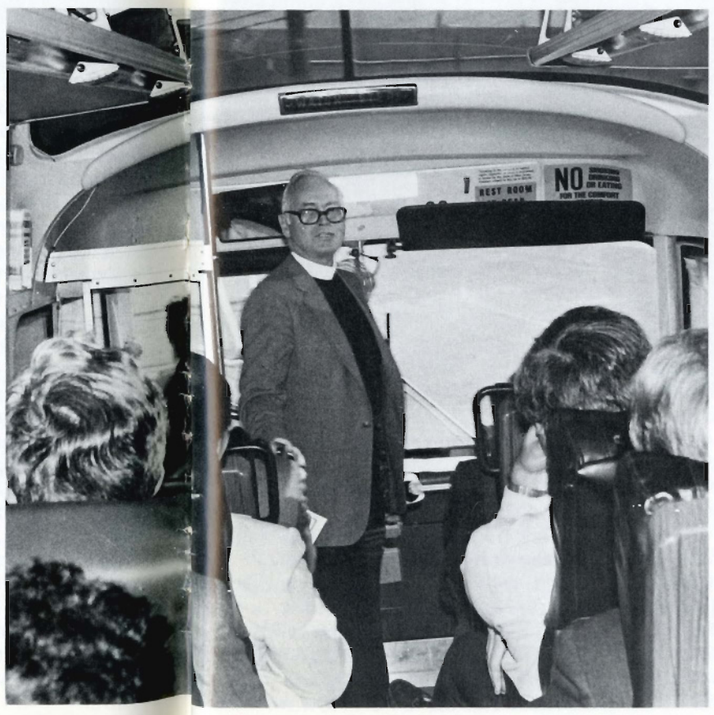
Guests board the Dorothy Moran *and her sister tugboat,* Patricia *(photo directly below Dorothy Moran) for a late afternoon tour along the port's waterways.*

Dinner under the big tent.

SCI's Senior Port Chaplain, the Rev. George Dawson notes some special points of interest to guests touring by bus.

Mr. Peter C. Goldmark, Jr., Executive Director of the Port Authority of NY & NJ, Dinner Chairmen Messrs. Michael E. Maher and Robert V. Van Fossan, join SCI's Director, Father James R. Whittemore and Honorary President of the SCI Board of Managers, The Rt. Rev. Paul Moore, Jr. at the pre-dinner reception held in the main hall of the Seafarers' Center.

The Most Rev. Dominic Marconi, Vicar for Union County gives the dinner invocation.



CHRISTMAS AT SCI

Like all good Santa's helpers, the volunteers involved in the Institute's Christmas-at-Sea program start their work far in advance of Christmas Day. The gathering and distribution of wool for knitted garments goes on all year. As for the other items in the 10,000 Christmas gift packages the Institute hopes to distribute this year, such as sewing kits, stationery supplies, combs and pocket atlases, they too are being prepared throughout the year. Greeting cards and the Christmas-at-Sea newsletter complete the packages, which have earned an international reputation for the Institute.

According to Pat Jones, who leads the Institute's volunteer program, the pace of activity for Christmas-at-Sea work quickens in the early fall. "That's when we start having volunteers come in to get the packages ready," Mrs. Jones said. "On September 15 the AARP group from Sea Isle City, New Jersey came in and put together some 5,000 sewing kits. We don't usually have volunteers quite that early, but if we couldn't have given them that date their calendar was filled for the rest of the fall."

A seasick Santa arrives at SCI/NJ

SCI cartons are stowed aboard ship to await Christmas Day

In October and November groups from churches throughout the metropolitan area began coming in to put the finishing touches on the gift packages so that they can start going out to the men and women at sea. "A total of about 300 people will be involved in putting together the packages by the time the job is complete," said Mrs. Jones.

Now the distribution process swings into action. In October the Military Sealift Command takes about 2,600 packages to send along to the American merchant ships at charter to its command. However, the bulk of the packages reach seafarers by way of the SCI Ship Visitors who find out how many are needed on a given ship and then bring them on board where they are then stowed until Christmas Day.

Just how much these gifts are appreciated is reflected in the letters of thanks that pour into the Institute after Christmas each year. Some of the seafarers have even been known to take up collections and make donations that can be used to help fund next year's Christmas-at-Sea operation.

Although the visits from church volunteers from New Jersey, Long Island, all parts of the city of New York and Westchester are hectic and exciting for everyone, Mrs. Jones says it's an invaluable part of the program's success. "Coming into the Institute and seeing what actually happens to the items you have knitted or sewing kits you have put together reinforces the purpose of our work and gives everyone a good feeling."

SCI Seafarers' Center, Port Newark, NJ

At Port Newark

The Christmas season at the Institute's Seafarers' Center in Port Newark began, as has now become the tradition across the United States, with a Thanksgiving dinner, held on November 21, Thanksgiving Eve. But even at that dinner, which featured turkey and all the trimmings, the uniqueness of Christmas at SCI's Port Newark facility was apparent. "At our dinner we gave thanks not only for the traditional American concerns at this time of year, but also for the seafarers from around the world, who were with us in person or in spirit," said Father Neale Secor, the Port Missioner for New Jersey.

A typical Thanksgiving dinner at SCI/NJ

Volunteers wrapping "Christmas at Sea" items

The special Thanksgiving prayer is only one example of the international and ecumenical feeling that the staff and Center volunteers encourage. "One thing I think is clear, is that Christmas is not just a Christian holiday, but is international in scope and reaches people's hearts no matter what their religion might be," Father Secor said in a recent conversation. "Indeed, by its very nature, Christmas intensifies the feelings of loneliness all seafarers feel from time to time. So we make a special effort to stress the fellowship and commonality of our feelings at this time, by making everyone, regardless of religious background, a part of our programs."

Following the Thanksgiving dinner the Port Newark ship visitors continued to distribute Christmas-at-Sea packages, an activity that began November 1st and continues through Christmas Day. On December 19, a Christmas Dance and Party was held for seamen in port and then two days later, a special luncheon was held for workers in the Port Newark/Elizabeth complex.

Since no Christmas would be complete without the music of the season, carolers came to the Center from churches in New Jersey to add to the festivities.

Although the Port is officially closed on Christmas Eve, the Center stays open, with gifts, wine, cheese and the good fellowship of the season available to seafarers caught in Port for the holiday. A midnight Mass is celebrated, but in keeping with the spirit of the holiday as it is observed at the Port Newark Center, there are probably as many non-Christians as there are Christians in attendance. "Last year as we sat around the fireplace on Christmas Eve, a Puerto Rican seaman told me that he had never felt the Christmas spirit more strongly than he had that night, even when he had celebrated in larger churches and with more pagentry at home," Father Secor recalled. "He's captured the real beauty of the Christmas season here at our Seamen's Center."

PLUM DUFF

An Obscure
But Delicious
Nautical Holiday Dessert

Adding variety to the traditional holiday dinner is always a challenge to the concerned cook. Therefore, we thought our December 1963 Lookout story on Plum Duff was well worth the retelling.

It seems that when our director of food services was trying to solve this annual menu dilemma, one of the old timers asked, "Why don't you have Plum Duff?"

Why? Why not. Seamen had devoured it by the barrels at the turn of the century and it was probably as well known as salt pork and hard-tack during the 1800's.

But where to find the recipe. Although plum duff was known to be a dessert, it evidently had fallen out of favor with the arrival of refrigeration in the merchant ship's galley.

First, all the cookbooks in the SCI library were checked to no avail. Then the wealth of archaic cookbooks in the New York Public Library plus dictionaries of nautical terms were examined, but yielded no definitive results.

By accident, one of the Institute's employees (Mrs. Gladys MacDonald Kadish) heard that we were looking for a recipe for plum duff and came to the rescue. Her father had been a sea captain and she said that she ". . . remembered plum duff well because her father talked about it and her mother made it for Christmas when he was at home. It was a standby; and plum duff was often the family choice for dessert after the big Christmas turkey or goose dinner." She was able to resurrect the recipe from the family cookbook and the riddle was solved.

As to why the dessert is called plum "duff" no one is really sure. The word "duff" is of obscure origin. One story goes that an Irish cook found a dough-pudding recipe and whipped it up for his crew. Asked what he called it, he replied: "Duff—here it is in the book." "But that's dough," a seaman objected. "If r-o-u-g-h spells ruff, and t-o-u-g-h spells tuff, why don't d-o-u-g-h spell duff?" was the cook's silencer.

Seamen's slang gave plum duff still another name. According to a GLOSSARY OF SEA TERMS by Gershom Bradford, "railroad duff" is when the raisins are so few and far between that sailors say they find only one at each station!

Whether it's called Irish "dough(f)" or railroad duff, this spicy pudding from the days of sail is a welcome and delicious addition to the holiday table of the adventurous cook.

In case raisins are in short supply at your local grocer, we are also including a plum duff recipe sent to us by Miss Anne Frances Hodgkins. In that it uses prunes (dried plums) it might well be the definitive recipe. In either case, you'll have a real treat for the holidays.

CAPTAIN MACDONALD'S PLUM DUFF

1 lb. flour	2 teaspoons mixed spices
½ cup suet, chopped fine	1 teaspoon cinnamon
½ lb. brown sugar	1 teaspoon ginger
¼ lb. large seeded raisins	¼ teaspoon salt
¼ lb. currants	1 teaspoon baking soda
	Enough milk to mix

Add all dry ingredients, spices and baking soda to flour. Add milk to flour gradually and mix to a dropping consistency. Tie in cloth wrung out of hot water and allow room for expansion. Boil for 3 to 4 hours or in pressure cooker 35 minutes. Serve with hard sauce or rum sauce.

MISS HODGKIN'S PLUM DUFF (DARK)

Beat well
2 eggs

Blend in
1 cup of brown sugar
½ cup of shortening, melted
2 cups well-drained, cut-up pitted cooked prunes

Sift together and stir in
1 cup Gold Medal flour (sifted)
½ teaspoon salt
1 teaspoon soda

Pour into well-greased 1 qt. mold. Steam. Serve hot with cream sauce.

CREAM SAUCE

Beat 1 egg until foamy. Blend in ⅓ cup melted butter, 1½ cups sifted confectioner's sugar and 1 teaspoon vanilla. Fold in 1 cup of whipping cream, whipped stiff. Cool.

RECOMMENDED VIEWING

Lafayette began his 1824 tour of the United States in New York City. He arrived on August 16 aboard the steamboat "Chancellor Livingston" after spending the night on Staten Island. This commemorative platter shows some of the 50,000 people who gathered to welcome Lafayette at Castle Garden with artillery salutes, martial music and the ringing of bells.

THE LEGACY OF LAFAYETTE

Perhaps no other foreign born figure has reached the height of admiration and celebrity in the United States than has the Marquis de Lafayette. The Frenchman served with General George Washington at the battles of Brandywine (1777), Monmouth (1778) and the final triumph of the Revolutionary War, the Battle of Yorktown in 1781. Later, after serving a pivotal role in the French Revolution and then being imprisoned for five years when radicals turned against him, Lafayette returned to the United States for a visit in 1824 at the invitation of President James Monroe. The tour, which was planned to include stops in only the original 13 states, inspired such an enthusiastic outpouring of public affection for Lafayette, that the General stopped in all 24 states and was feted everywhere he went as one of the great heroes of the American Revolution.

In an exhibit entitled, The Legacy of Lafayette, the Fraunces Tavern Museum marks the 150th anniversary of Lafayette's death by tracing the story of his life and influence in America. Paintings, prints, documents, artifacts, memorabilia and decorative arts are used to illustrate the key events in Lafayette's life that earned him a place in American history and legend. Among the items displayed in the exhibit, which will run until June 13, 1985, are a brace of pistols believed to have been owned by Lafayette, the blood-stained sash used to bind the wound he suffered at the Battle of Brandywine and a host of portraits, medallions and commemorative items produced by American artists to celebrate his activities in the US and his triumphal tour.

Objects for the exhibit have been drawn from some 30 public and private collections including Fraunces Tavern Museum, Old Sturbridge Village, the Museum of the City of New York, the National Archives, the Grolier Club and The Newark Museum.

Seamen's Church Institute of N.Y. and N.J.
15 State Street
New York, N.Y. 10004
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