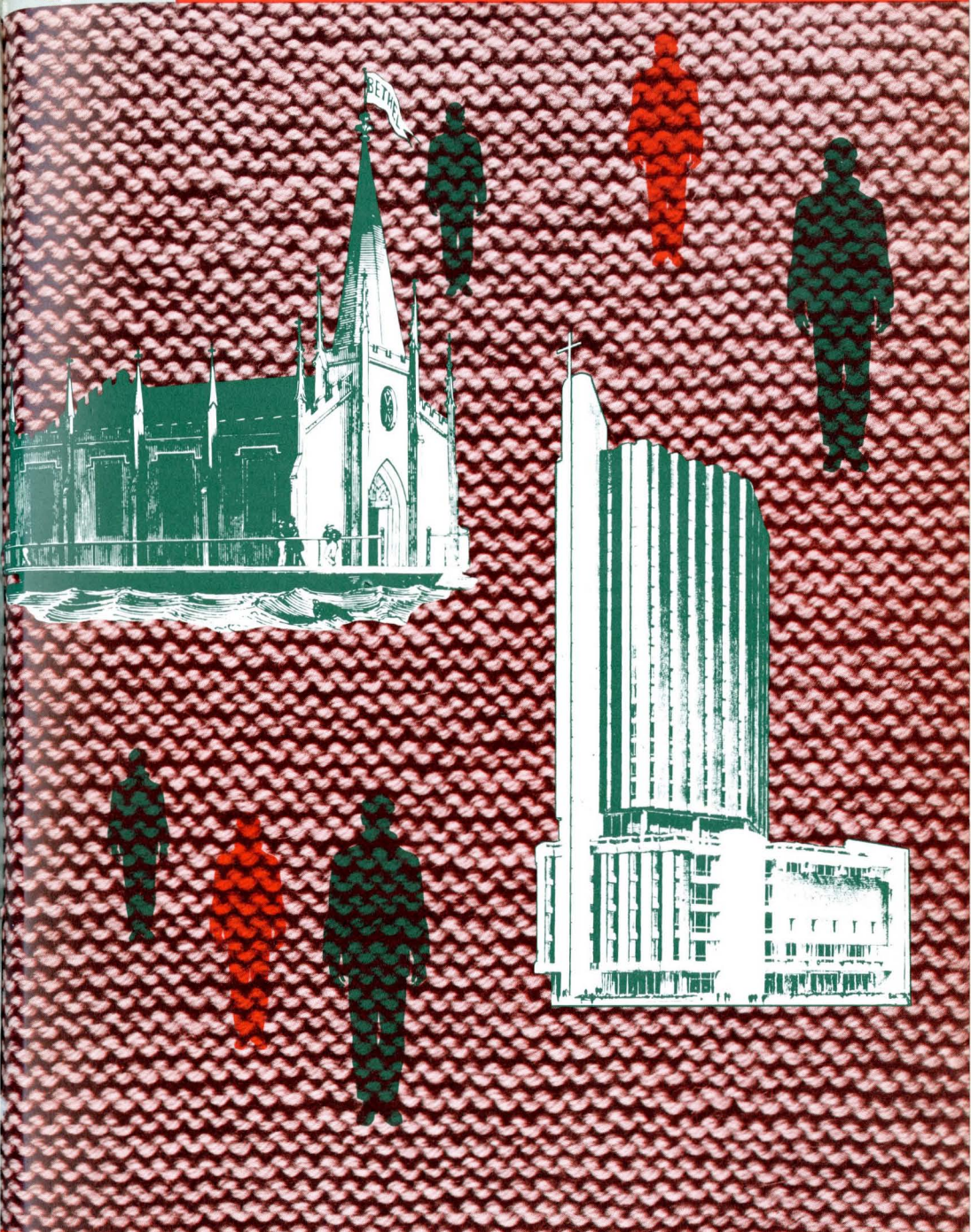


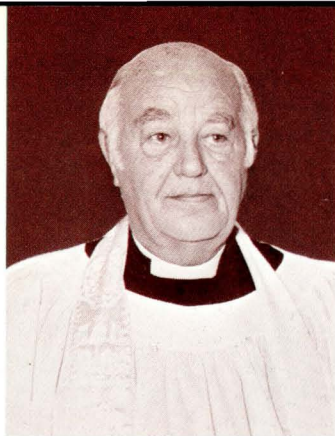


the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



NOVEMBER 1971



A Holiday Message

from the Director

Dear Friends,

Christmas is a time for gratitude and for sharing. It is our joy to tell you of our sincere gratitude to all of you for your support and encouragement this past year. And because of it we have all had the joy and the satisfaction of sharing in a great ministry, that of bringing into the lives of thousands of our brethren something much deeper than just a "human touch." For a fellow human to learn that someone cares about him, that someone is concerned about him, brings light and hope into his life. Light, hope, and joy — these we all share in Christmas. May your light be brighter, may your hope be stronger, may your joy be boundless.

Sincerely yours,

THE REV. JOHN M. MULLIGAN, D.D.

Director

the LOOKOUT

Vol. 62 No. 10

November 1971

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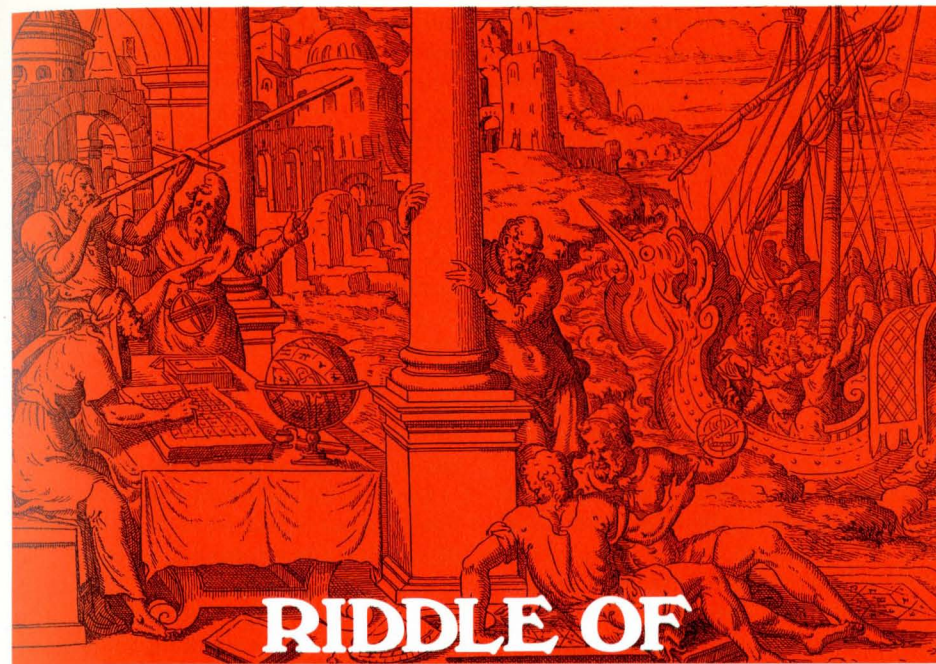
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Published monthly with exception of July-August and February-March when bi-monthly. Contributions to the Seamen's Church Institute of New York of \$5.00 or more include a year's subscription to The Lookout. Single subscriptions are \$2.00 annually. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00.



RIDDLE OF THE CHRISTMAS STAR

by Paul Brock

Many a seaman, we suspect, aboard a merchantman at sea during the Christmas season, has quietly gone on deck to look at the stars and to reflect and wonder about the Star of Bethlehem.

This star in the east, which led the Magi to the cradle of Christ in Bethlehem, still stands today as a challenge to sea, air and space navigators. Each succeeding Christmas scientists try again to make up their minds whether the appearance of the star was indeed a miracle, or something more easily understood these days — an exploding star, a conjunction of planets, or a comet.

There is some documentary evidence to show that certain planets well known to nautical men — Mars, Jupiter and Saturn — were in conjunction on that "Silent Night, Holy Night." There is also evidence that Halley's Comet appeared between 11 B.C. and 5 B.C., in

which period Christ was born. But the star could also have been a Nova or "new star," according to Tycho Brahe, the great Danish astronomer.

Brahe first became famous because of his observation of a bright new star which blazed forth in the constellation of Cassiopeia, excelling in brilliance any in that group. Being near the Pole, it did not set, and was visible at noonday, afterwards gradually fading, as such stars do.

At that time the notion was advanced that this prodigy, due probably to the collision of two dark bodies, resulted in a tremendous explosion and this fierce conflagration resembled the Star of Bethlehem.

The appearance of a Nova as bright as this is very rare, occurring about once in two or three centuries. But the theory that the Star of Bethlehem was an exceptionally bright Nova suffers from lack of evidence that one really

did appear at the time of the Nativity; though some researchers claim that a passage in Chinese annals refers to one visible in February, 4 B.C.

What is known from the Scriptures and the legends dear to Christianity is that the Magi, the Wise Men of the East, torn with anguish by the brutal tyrannies exacted by Herod upon their people, waited with anxious eyes the appearance of some message from Heaven to tell them that the Christ had been born.

Suddenly this great star or conjunction of planets appeared in the eastern sky.

These facts are described only in the second chapter of St. Matthew's Gospel, twelve verses in all. None of the other gospels refer to them. Yet in spite of this limited documentation, it has been a fascinating problem for generations of star-gazers, nautical or otherwise.

From St. Matthew and legendary accounts some researchers have reconstructed an impressive version of "what probably happened" when the Magi saw their unusual star; they interpreted it as a sign that the long-awaited leader of all mankind was born and they set off on their journey to find Him.

This is not unusual, for the Magi are recorded as having made other trips like this, carrying predictions they had read from the stars to the great men of Rome and Athens.

St. Matthew does not state that the star guided them on the initial stage of their journey. The gospel statement, "we have seen His star in the east," probably means that they, the Magi, were in the east when they first saw the star. It is more probable that the Magi headed towards Jerusalem simply because of the belief then widespread throughout the East that the Messiah would be Jewish.

It was a long journey, possibly a thousand miles, for they would have to travel first north around the vast Syr-

ian Desert, and then southward along the Damascus road into Palestine. Travel in the East at that time was leisurely, usually undertaken in the early morning before the sun became too hot on the shifting sands.

Even if they used camels, which has been questioned because camels were not yet in common use, the journey would have taken a couple of months. One account calls it a two-year journey which the Magi miraculously covered in a single day. Another says the Star appeared months before Christ's birth so that the Magi reached Bethlehem on the exact day of the birth itself.

Many scholars claim that the Bible itself makes it clear that the Wise Men didn't find Christ until long after His birth. They point out that the shepherds of St. Luke's Gospel found "the babe wrapped in swaddling clothes, lying in a manger." But according to St. Matthew, the Wise Men came to "a house" and in this story Christ is repeatedly referred to as a "young child," not a baby.

Furthermore, when the jealous King Herod heard the story from the Magi and feared that he had a competitor for his throne, he ordered the death of all children in Bethlehem "two years old and under." From this, it has been claimed that Christ was already possibly two years old before the Wise Men saw him.

At any rate, St. Matthew tells us that the Magi came to Herod in Jerusalem and asked: "Where is He that is born King of the Jews?" At this stage, obviously, the Star is not yet guiding them. Herod called in his priests and scribes and asked them where, according to Old Testament prophecy, was the Messiah to be born. His experts said in Bethlehem, a village six miles to the south.

So the Magi went on their way again across the bare and rounded Palestine hills, and not until this stage of their search does St. Matthew state definitely that the star guided them. "And lo, the star, which they saw in the east,



went before them, till it came and stood over where the young child was."

One element common to most of the information we have about the Star of Bethlehem is that the Wise Men were *Persian* Magi. This is an important consideration in the attempts, through astronomy, to identify the Star, because the Magi were astrologers who spent their lives studying the movements of heavenly bodies as a basis for predicting future events.

They were undoubtedly acutely familiar with everything in the heavens visible to the naked eye. They would not know that the planets were sisters of their own earth but they *would* know the planets well as brilliant stars that had erratic individual courses of their own. A routine appearance of one of the planets would certainly not have excited them. Which is why Christians

have been trying ever since to find something far more unusual to explain the Star of Bethlehem.

Each astronomical explanation of the Star lacks evidence or fails to surmount certain difficulties. There is nothing in the narrative to suggest that it was seen by anyone save the Wise Men, even after they had told Herod of the portent. Nor can any natural heavenly body, which would have shared in the sky's diurnal motion, have accorded with the statement that it "went before them, till it came and stood over where the young child was."

That the Star of Bethlehem was a supernatural vision reserved for the Wise Men alone is the only satisfactory interpretation of the Evangelist's meaning. It may well have been a miracle that occurred only once, never to be repeated.

WE ARE COMING TO YOUR ASSISTANCE

by Edward Carpenter

The bridge telegraph indicator points to "FULL AHEAD" and the thrashing propeller blades leave a white churned-up wake as the tug plows along at maximum speed towards the open sea. The weather has worsened and now she is buffeting and punching into the teeth of a roaring sou'westerly gale.

Somewhere out at sea a ship is battling desperately for survival against overwhelming odds, and in answer to an S.O.S. signal a rescue tug is speeding to her assistance.

Most people know very little about the normal functions of these tough little ocean-going vessels which sally out by day or night in all weathers to the aid of ships in distress. During the winter, severe gales cause disruption to the vital uninterrupted flow of seaborne traffic, and may bring it to a temporary standstill. Ocean liners, cargo ships, and tankers reduce speed to avoid storm damage, while coastal and smaller craft have to run for shelter.

Not so the rescue tugs. This is the time when their services are most likely to be required. Radio Officers keep a continuous 24-hour watch and are always on the alert for Distress Calls. Other members of the crew are pre-

pared for any such contingency, even when ashore, while down below in the engine-room everything is maintained in readiness to sail at short notice.

A typical ocean-going tug would be a vessel of about 1,000 tons gross, manned by a crew of 25 to 30. Engines developing 4,000 I.H.P. would give maximum speed of 15 to 16 knots, with sufficient bunker capacity to cover a wide range of activity.

The main towing equipment comprises 350 fathoms of five-inch steel wire coiled round an electrically-driven drum in the main shelter deck. Several 12-inch Manila hawsers are stowed amidships, with other strong cordage of varying thickness easily available for use as "messengers," "pennants," or reeving stop-ropes.

Other components include a powerful searchlight, Very pistols, oxy-acetylene burners, rockets and a number of liquid-foam containers. In case of injury or exposure, shipwrecked seamen can be accommodated in a small hospital with four bunks, stretchers, strait-jackets, and the usual supply of First Aid medical requisites.

Rescue operations are not the only assignments undertaken by these industrious "maids-of-all-work." Besides

venturing out to make contact with a "casualty" — the nautical term for a ship in trouble — fire at sea is another occupational hazard, and special apparatus is carried to deal with this emergency.

Portable pumps are also available in case of damage to perishable cargo resulting from flooded holds. Their other widespread activities include ordinary ship towage, or the transportation of floating dry-docks, heavy-lift mobile cranes, dredgers, pontoons, caissons, landing-stages, shipyard gantries, and steel framework for oil-rigs, to various destinations at home and abroad.

In strategically-placed harbors where the shipping lanes converge, one of these tugs is usually "On Station" during the winter months.

Suddenly the air waves crackle and Morse code signals stutter through the ether. A Distress Call has been received from a ship and immediately all is bustle and activity as a rescue operation is set in motion.

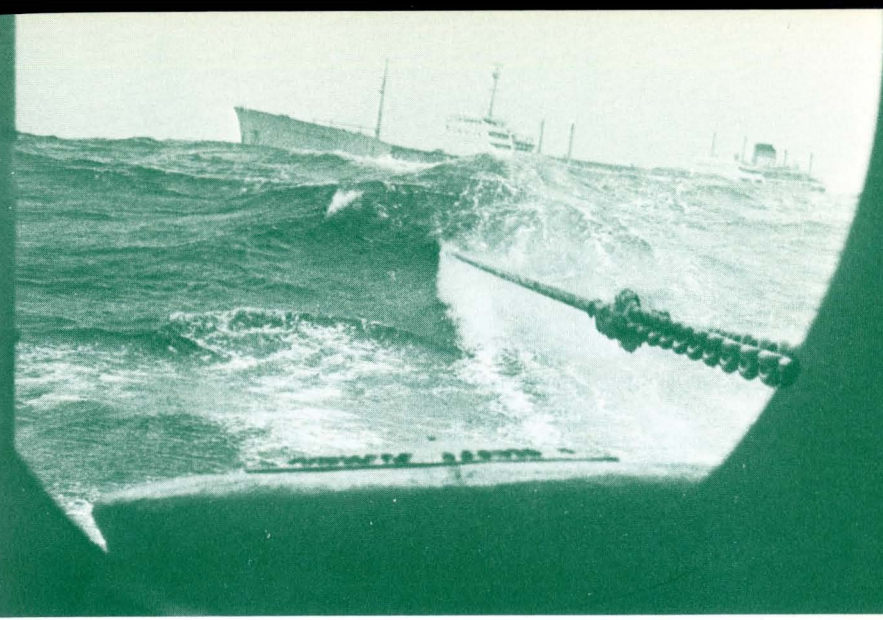
Already the Bosun and his deck crew have commenced "securing for sea." Engineers are tending the twin eight-cylinder diesel engines which are humming and pulsating as if eager to put their power to the test. The anchor is

weighed, and when the chain has finished clanking and rattling through the gaping hawse-hole, the tug is ready to go into action. The throbbing machinery parts settle into a rhythmic beat while she quickly gathers way, and a feeling of tense expectancy pervades the ship as the crew take up their stations.

Meanwhile, the wireless messages have been exchanged between the two Masters. The casualty has given her approximate position, and in reply the Tugmaster sends his E.T.A. (estimated-time-of-arrival), and inquires whether assistance will be accepted under, perhaps, Lloyd's Open Form agreement.

This legal document, headed NO CURE NO PAY, signifies that if the rescue attempt is a failure the tug gets nothing. It also provides that should the operations be successful, an Arbitration Court in London will in due course dispense payment to the tug's owners. This could be a very large sum of money should a cargo of valuable merchandise be involved.

Not all tug and towing firms around the world operate under the Lloyd's plan in cases of salvage. U.S. tug firms, by and large, have their own individual plans, these varying from each other—



A distressed vessel under tow as seen from the stern of the rescue tug.

just as there are different rent-a-car alternatives.

Strangely enough, even the financial aspect is of major importance in a potential drama of the sea. Big money is at stake in the business of salvage and speed of contact is essential to success. There is little sentiment, although humanitarian principles are entailed. Rival companies also have ears that listen for Distress Calls and nostrils that scent monetary reward. Like bloodhounds on the trail, their tugs are standing by ready to pounce.

Eventually the casualty is located. Her position is calculated from a cross-bearing. A message may be received stating that she is drifting, out of control, and badly in need of assistance. Tarpaulin hatch covers have been ripped off, the timbers smashed, with the main hold half full of sea water and the engine-room partially flooded.

The crew is completely exhausted and practically incapable of further resistance. Soon afterwards a final urgent message is tapped out imploring the Tugmaster to hurry as the ship is in danger of foundering.

Contact however is not made until after nightfall, when by skillful handling the tug is maneuvered into a favorable position. High up on a platform for'ard of the funnel stands a crew member training the searchlight beams on the bow of the stricken ship. Down on deck with the rocket apparatus stands the Mate. Taking rough aim he fires the rocket and the line snakes over to fall across the foredeck of the casualty. Two thicker ropes known as the "messenger" and "pennant" are made fast and follow in that order.

Now begins the laborious process of streaming the towing wire over the tug "strongbacks" and getting it aboard the casualty. Finally it is made fast by a 50-ton shackle and all is ready for towage to commence.

The tug steams "SLOW AHEAD" as the cable takes the strain and tautens. The wire pays out from the drum

and is controlled by the Mate who slacks off or hauls in according to the casualty's behavior. There are now two ships to be handled which calls for a highly specialized form of seamanship on the part of the Tugmaster.

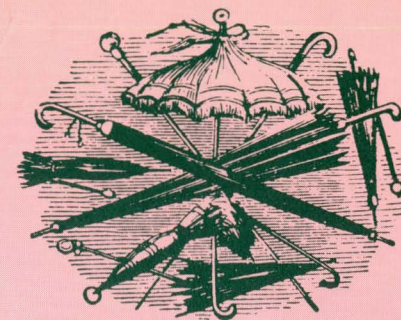
Trailing astern, sometimes high on the crest of a wave, the casualty appears to be riding the sky like a kite on a string. When a strong blow pushes against the beam the tow is forced over to one side and curiously enough rides the wind. Then without warning she seems to go berserk and develops a stubborn tendency to veer sharply to port or starboard, finishing up on the tug's beam.

Then, the steel cable cuts through the water and drags sideways with such malevolent force as if to take control and cause her to capsize. Tugmen on the afterdeck keep a sharp look-out for the wire which sometimes whips across the strongbacks with sufficient power to almost decapitate anyone not quick enough to duck.

The rescue operation has proceeded according to plan, the coast is sighted, and the ship — no longer a casualty — is berthed alongside the pier in harbor. So, another drama of the sea is brought to a successful conclusion and some time later the Arbitration Court will give judgment for costs when the tug owners will be compensated on the basis of both ship and cargo value, services rendered, and the degree of danger the tug was in.

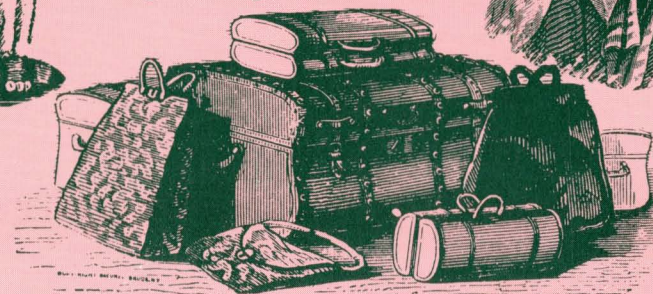
A certain proportion will be allocated to the Tugmaster and crew according to rank and rating, but the idea of financial gain is farthest from the thoughts of the seamen who undertake these perilous assignments. To them — it is just another day's work.

Of humble appearance and diminutive in size such tugs show no humility to mankind or the mightiest powers of nature as they set out on their errands of mercy all over the world. They are, in truth, the knights-errant and good Samaritans of the sea.



SUPERSTITION AND THE SEA

by Joseph C. Salak



Travel guide books have been available in one form or another since the age of Marco Polo. Some were only parchment maps to give the seafarer some idea of where he was going. And always there were included dire predictions of what could happen to any adventurer on the high seas.

Although America's attitudes toward many things have been liberalized, it's not always superstition when it comes to being spooked in the cradle of the deep.

You don't have to be the seventh son of a seaman to know that the sea is a place of mystery with more than black cats and black Fridays to fear. Even today unknown perils await the unwary but the effects superstitions can have almost defy enumeration.

The gloomy picture forecast for men

of the sea was launched by the blasphemous Captain Fokke. About 300 years ago while beating 'round Cape Horn in a head wind the wicked captain soundly cursed the Almighty. Ever since, he and the ominous apparition of his Flying Dutchman have been doomed to sail the stormy seas near Cape of Good Hope to haunt all honest mariners.

Seasoned seamen with acute extra-sensory perception know when they're nigh — wine turns to vinegar, food to beans, and whoever first sights the phantom ship soon will die.

It was once said that a pregnant woman aboard ship would cause all the milk to curdle, including the powdered type.

While alternatives exist, as they do today, making it possible for seafaring

(Continued on page 13)

Merry Christmas

Your friends at the Seamen's Church Institute, many of whom you have never seen, send you their warm holiday greetings. We want every seaman to know that we are his friend and that we share with him a common hope for peace and fellowship among men of all nations.

This package and 9600 like it is the product of Christian love. The love of Christ, brought into the world on this day, touches every man. We hope these gifts will be of use to you and that you will accept them in the spirit in which they are given. When you are in New York or Port Newark, stop in and meet some of your friends. We'll be glad to see you.

Sincerely,

John M. Mulligan
Director

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

THE INSTITUTE A HOST FOR 155,000 CHRISTMASSES

"I don't understand *how* you accomplish it each year."

This is the typical exclamation of visitors to the Institute when told that its volunteers, with staff supervision, annually produce and distribute almost 10,000 gift boxes to merchant seamen who by their calling often cannot be home with their families or friends at Christmas time.

The *why* of this traditional SCI custom — going back many years — has explanations, of course. Several and diverse.

For one, there is the pride of a cherished custom which has become well-known and admired by seamen throughout the world. For another, there is the knowledge that but for the Institute many a home-sick mariner at sea or in a foreign port would receive no gift whatever . . . from any source . . . on

this special day — Christmas.

Many a seaman has said that the home-knitted garments and other useful gifts packed in the boxes by the hands of volunteers translate not only as a warm hand-clasp from the Institute and its supporters, but from their families and friends at home as well.

The *how* of this huge Yule project; the planning entailed; the enlistment and guidance of approximately 4,500 active participant volunteers scattered over the country in most every state; the assembly and packing by the volunteers of the various items contained in each gift box; the distribution of the boxes to several hundred ships scheduled to be at sea on Christmas — all this would provide a book-length narrative.

The logistics, the coordinated efforts by the many persons involved are impressive. Nowhere else in the United States, in any country, perhaps, is there anything comparable to this unique project.



During the past twenty years over fifty tons of yarn have been sent to knitters, 264,000 hand-knit garments sent to SCI in return. In this same number of years more than 155,000 Christmas boxes have been put in the hands of seamen.

The scope of the project continues to grow, year by year. In 1963, for instance, the Christmas boxes were distributed to seamen of thirteen countries; in 1970, 9,696 of the boxes were placed on the ships of forty-nine nations.

As the summer wanes knitters begin sending in their finished pieces with increasing tempo and along about in October more and more volunteers come in to SCI to begin the task of wrapping and packing the individual gifts contained in the boxes. Some come in each day, others several times a week.

Twenty-five church groups within a fifty-mile radius of New York come to SCI by chartered buses to help in this monumental task — arriving in the morning and leaving in the late after-

noon.

As the packed boxes begin stacking up at the Institute, SCI's ship-visitors — the men who regularly call on ships in the New York area the year around — begin loading the plain shipping cartons containing the gaily-wrapped gift boxes into SCI station wagons.

The cartons are unloaded at shipside by pre-arrangement with the vessel's officers, unobtrusively taken aboard and quietly stored away.

Then, on Christmas Day . . . the Christmas surprise for every crewman.

The cost to the Institute of this annual event is not low: A full-time year-round paid staff of five persons and two part-time workers are required for this one project; then there is the cost of the wool and the various other items (eight or nine) of small but quality gifts contained in each box.

This is why special Christmas monetary gifts to the Institute are asked of SCI supporters. A mailing envelope for this purpose is included within this issue of *The Lookout*.

SUPERSTITION AND THE SEA (Continued from page 9)

men to choose new directions that brighten the outlook, it's fascinating to review some of the blackness from the past which, as far as some new boat owners are concerned, doggedly persist.

No sailor worth his salt ever sets foot on an unchristened boat. At least, not since 1878 when a packet built in Norfolk was launched and set sail for New York. It never arrived because it departed without the customary wine bottle smashed across its bow.

A Grand Banks fisherman once had a boat with the unromantic name "Paid For." But, because he launched it "dry," before a year was out his craft ran aground twice, stove her garboards and broke her rudder off. He promptly hauled her out of the water for repairs and a proper christening with a more appropriate name.

However, just recently, in a launching ceremony, a New England yachtsman shattered a bottle of bubbly stuff on the bow of his new cabin cruiser. He was fined \$70.00 for littering in a public place.

Still more eerie was the superstition-prone, redfaced skipper who walked on his heels to save his soles. When he was becalmed off Newfoundland before the turn of the century he confidently tossed a 50-cent piece into the water to coax a wind.

Before the coin sank, a 110-mph hurricane sprang up, dashing his ship on the rocks. As the drenched skipper was washed ashore one of his crew heard him mutter, "By God, if I'd known His wind was so cheap, I wouldn't have ordered so much."

Thus, throwing coins overboard to coax the wind, even though money today isn't worth the effort, can be a dangerous gambit.

In the 18th century maritime insurers were loath to insure any cargos put aboard a vessel whose name began with "S." Though the headlines have faded, an 1845 compendium of sea supersti-

tions provided the statistic that one-fifth of the ships lost at sea bore names that began with "S." Among them the *Suwanee*, *Sacramento*, *Saranac* and *San Jacinto*.

To assure a *bon voyage* there are many don'ts to be respected:

If you open a hatch, don't turn the hatch cover over. To do so not only invites a holdful of water but makes it difficult to pick up, too. Never hand a shipmate anything through the open steps of a ladder; don't knock a swab or bucket overboard and don't spit into the wind unless you're wearing goggles.

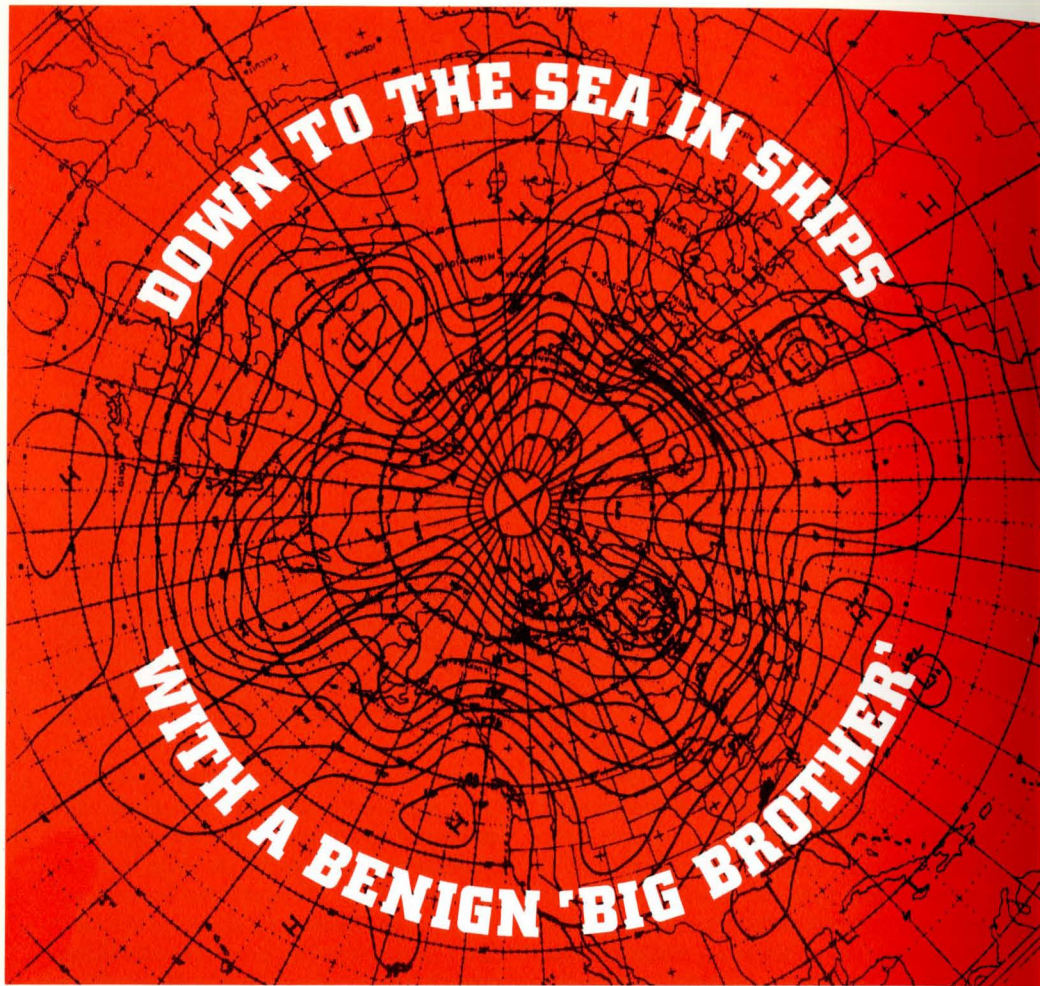
Above all never set sail on a Friday, especially not the 13th. Never go aboard carrying a black suitcase or an umbrella. If either item is discovered, pitch it over the side immediately—but be sure to let go of it first.

Many sailboat owners observe an old superstition dating back to 1250 B.C. It is to make sure a coin is nailed to the bottom of the mast before it's stepped. Phoenician sailors did this for luck or else had to pay Charon's fee for taking them across the River Styx if luck ran out. Charon was the ferryman of Hades who bore newly-arrived dead from earth across the Styx.

Speaking of luck, to dream of drowning is good but it's bad and the fish won't bite if you set out to catch fish after a flatfooted, barefoot woman has casually crossed your path on the way to the wharf.

It's said a help to change a run of bad luck is to carry a cricket aboard. This ingenious bad luck-proof ploy is more practical and agreeable than the alternate method which, back among the ancients, was to bring aboard, by force if necessary, a King.

Superstition, say you? Aye, perhaps. But just to be on the safe side, maybe you'd better not ship out without first pondering these salty superstitions carefully.



From the upper floor of a downtown New York office building a benign "Big Brother" is no maritime gestapo, but Weather Routing, Inc. (WRI), a group of seasoned meteorologists, who, after a struggle, have become accepted as a "guiding star" by many shipowners and captains.

The day when the master of a vessel himself sets his course for a transoceanic passage is gradually being eclipsed by new technology.

Before departing Hong Kong for the Panama Canal, today's captain now may receive by radio the optimum course to follow for the 19-day trip across the Pacific — 19 days, that is, if he follows the radioed advice. If he

doesn't, it may well be 21 days or more before he picks up the canal pilot at Balboa.

Maritime meteorology made a big step up the status ladder on June 6, 1944, when Gen. Dwight D. Eisenhower timed the Normandy invasion on the strength of a weather expert's forecast. Since then the art has gradually earned even greater acceptance by dint of many refined techniques and new tools.

The United Nations early formed the World Meteorological organization, under which the major nations collect and transmit standardized global weather data every six hours. In this activity even the Soviet Union and Communist China bury the political

by Roger Ward



hatchet and cooperate with the rest of the world.

Instrumented weather balloons and the crews of high-flying jets constantly report conditions in the stratosphere. Radiosonde communications and photographs from the Tiros and Nimbus satellites complete the pieces of the weather puzzle, providing a continuous worldwide picture.

About 15 years ago, William Kaciak, who had been an Air Force meteorologist in the Pacific Theater during World War II, concluded that there were commercial possibilities in the application of meteorology to the routing of surface vessels.

To better prepare for such an under-

taking he earned bachelor's and master's degrees in both meteorology and oceanography at New York University. He also served an internship as research assistant.

It was well he did his homework, for the going was rough at first. No old salt was about to let a landlubber tell him where to sail his ship.

After hundreds of crossings those skippers had practically worn a groove along the traditional routes. So Mr. Kaciak raised his sights to zero in on a captain's only boss, the dollar-conscious shipowner.

Finally, one of the Atlantic freight lines agreed to make his calculated optimum course available to a pair of

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freighters simultaneously bound for New York out of the English Channel.

One master, a new-school liberal, decided to give the idea a whirl and followed the course recommended by Mr. Kaciak. The other captain, a veteran of many years, thought he knew better.

It was a winter crossing, and the old boy bucked rough weather all the way. He arrived in New York four days behind the younger skipper.

Since the line's accounting department valued each freighter-day at \$5,000, the shorter voyage had saved them \$20,000 and created an enthusiastic customer for Mr. Kaciak.

It has been axiomatic since clipper-ship days to take advantage of favorable winds and currents. In today's more highly developed operations, wave height is recognized as the most important factor.

Modern, high-performance freighters can't risk plowing through 20-foot waves at full speed. The resulting damage to the ship and its cargo can be considerable — even disastrous. The previous reaction to rough water had been to hold course and reduce speed, an inefficient and expensive remedy.

Research has determined that the height of ocean waves is dependent on three wind characteristics: (1) velocity, (2) the expanse over which the wind is blowing, (3) the length of time it has been blowing.

It remained for Mr. Kaciak's group to assemble facilities to gather worldwide information on these three components and translate the data into wave height. And then they had to project the situation over a whole voyage.

After many late nights and long weeks of searching analysis, some of it fruitless, Weather Routing researchers finally developed the skills and judgment needed to forecast wave heights as much as two weeks in advance. They then charted their predictions and were able to suggest a course which would avoid rough water and usually permit

operations at maximum speeds.

This optimum route, a compromise between added distance and higher speeds, is seldom the same for any two crossings. Happily for Weather Routing, there is therefore a continuous demand for its services.

As more ships used Weather Routing, they compiled more proof that the service paid off. The published reports became effective sales tools and today, in an average month, the firm has 100 vessels under its guidance.

Asked why shipowners don't undertake their own predictions, Mr. Kaciak first points out the equipment required to provide the raw material for such judgments.

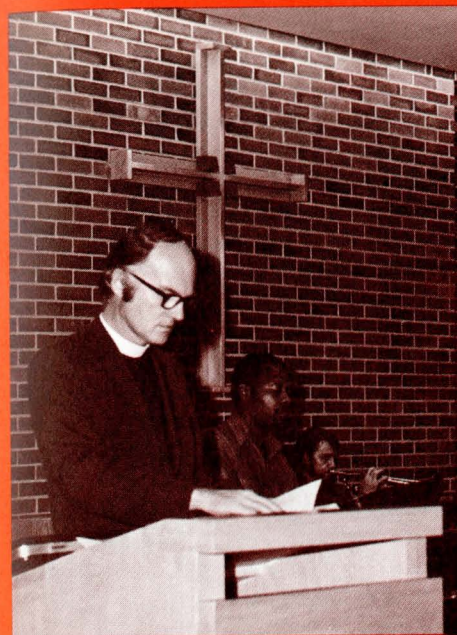
There is a sort of isolation ward filled with a long row of noisy teletypes chattering away at coded reports from the worldwide stations of the International Weather Organization. These data are augmented by U. S. National Weather Service charts unwinding from facsimile machines and sophisticated photos derived from even more sophisticated automatons tuned in on Tiros and Nimbus satellites over 20,000 miles in space.

"That's just the mechanics of it," explains Mr. Kaciak. "Where would the merchant marine get the meteorologists to make the judgments? There is only a handful of us in the country. Our files here combine the experience from thousands of voyages, and we are learning more every day.

"We tried feeding the information bits into a computer to get the optimum course automatically, but it didn't work. We are engaged in an art rather than a science. There are too many random variables.

"For example, we have to take into account the personality of the ship's master. Some are more cautious than others. Imagine asking a computer to adjust for the differences between a Casey Stengel and a Ted Williams."

(Continued in December Issue)



An innovative experiment in what was described as "a service of worship about liberation from suppression, drugs and the ghetto" was held in the Institute chapel during a noon hour in late September.

The service featured soul rock jazz music by a group of six professional musicians, former inmates of Rikers Island Prison, New York. Original music, lyrics and poetry were presented.

The group has appeared in some seventy churches, libraries, high schools and colleges. It is under the direction of the Department of Correction music director, Attilio Cantore, a Juilliard School of Music graduate and classical flutist.

Chaplains Miller M. Cragon, Jr., and Henry H. Crisler, III of the Institute participated in the service.



A Salute to Our Neighbors

Eighth of a series of brief articles on some of the organizations and institutions established in Lower Manhattan very early in its history, all of them nearby to Seamen's Church Institute of New York.



THE STATUE OF LIBERTY

The Statue of Liberty was conceived as a memorial to a great international friendship; it came, however, to have a much broader significance. To the world, it is a symbol of those ideals of human liberty upon which the United States and its government are founded. Millions of immigrants who crossed the

ocean in search of greater freedom and opportunity have been greeted by this colossal statue.

In 1865 French historian Edouard de Laboulaye proposed that a memorial be built to mark the alliance of France and the United States during the American Revolution. It was to be a

joint undertaking by both countries, and a young Alsatian sculptor, Frédéric Auguste Bartholdi, was sent to America to study and discuss the project with friends there.

After his arrival in the United States, Bartholdi conceived of a gigantic statue standing in New York Harbor, at the gateway to the New World, representing not only the friendship of two nations but a common heritage — liberty. Bartholdi's conception of the international memorial was adopted in 1874 and committees to begin the project were organized in both countries. It was agreed that the French people would finance the building of the statue and the American people would provide the pedestal upon which it would stand.

The response of the people of France was quick and warm, and a campaign to raise the necessary funds was launched with public entertainments. The cost of the statue was greater than anticipated, but by the end of 1879 the required amount — \$250,000 — had been collected. All of it was contributed by popular subscription, and governmental assistance was not required.

As soon as his plan had been approved, Bartholdi began working on the designs of the statue in his Paris studio. The mechanics of enlarging his 9-foot "working model" to its present scale tested the sculptor's ingenuity. The plaster model was first reproduced four times its original size, then, section by section, enlarged to its existing height of 152 feet.

By the summer of 1884, when all the pieces of the statue had been put together, it stood a veritable colossus overlooking the Paris rooftops. On July 4, 1884, the completed statue was formally presented to the United States. The next year it was taken apart and crated for shipment to New York City.

The American efforts to raise funds for building the pedestal were hampered by public apathy. Bedloe's Island (now Liberty Island) in New York Harbor was selected for its placement,

but the estimated cost of \$150,000 fell far short of the actual funds required. Work on the pedestal stopped completely in the autumn of 1884 with only 15 feet of the structure completed and all funds exhausted. An additional \$100,000 was needed before construction could continue, but the public was reluctant to contribute further to the project.

In March 1885, the *New York World*, which had earlier undertaken to popularize the pedestal campaign, renewed its crusade for contributions. In daily editorials Joseph Pulitzer, publisher of the *World* and himself an immigrant, assailed public indifference and urged benefit performances, sporting events, and entertainments for the necessary funds. Pulitzer's efforts were so successful that, in less than 5 months, the money was raised. The pedestal was completed on April 22, 1886.

On October 28, 1886, the "Statue of Liberty Enlightening the World" was dedicated with impressive ceremonies in which dignitaries of both countries participated. President Grover Cleveland, in accepting the monument on behalf of the people of the United States, solemnly promised that "We will not forget that Liberty has here made her home; nor shall her chosen altar be neglected." That promise has been kept.

Through the years this bright symbol of liberty and freedom has been under the care of the Lighthouse Board, the War Department, and the National Park Service. In 1924 the Statue of Liberty was declared a National Monument. In 1956 Congress changed the island's name to Liberty Island, in recognition of the statue's symbolic significance and of the plan to establish at its base the American Museum of Immigration, honoring those who chose these shores as their home. In 1965, nearby Ellis Island, the clearinghouse for millions of immigrants to the United States, was added to the monument by Presidential proclamation.

Seamen's Church Institute of N. Y.

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OF THE SEASON WE
INVITE YOUR SPECIAL
CHRISTMAS GIFT THAT WE MAY
MAKE CHRISTMAS BRIGHTER FOR MANY
LONESOME MEN FAR AWAY FROM HOMES AND
FAMILIES WHO MAKE THEIR HOLIDAY HOME WITH
US. IF YOU ACCEPT YOUR RESPONSIBILITY AS YOUR
BROTHER'S BROTHER, PLEASE GIVE GENEROUSLY TO HELP
US IN OUR WORK, ESPECIALLY SIGNIFICANT DURING THIS SEASON
WHEN JUST HAVING A FRIEND MEANS SO MUCH ... NOT ONLY TO OUR
AMERICAN SEAMEN, BUT
TO HUNDREDS OF SEA-
FARING BROTHERS
☪ VISITING WITH ☪
US THIS YEAR WHO
NEVER HAVE EXPERI-
ENCED THE WARMTH
AND FELLOWSHIP OF CHRISTMAS