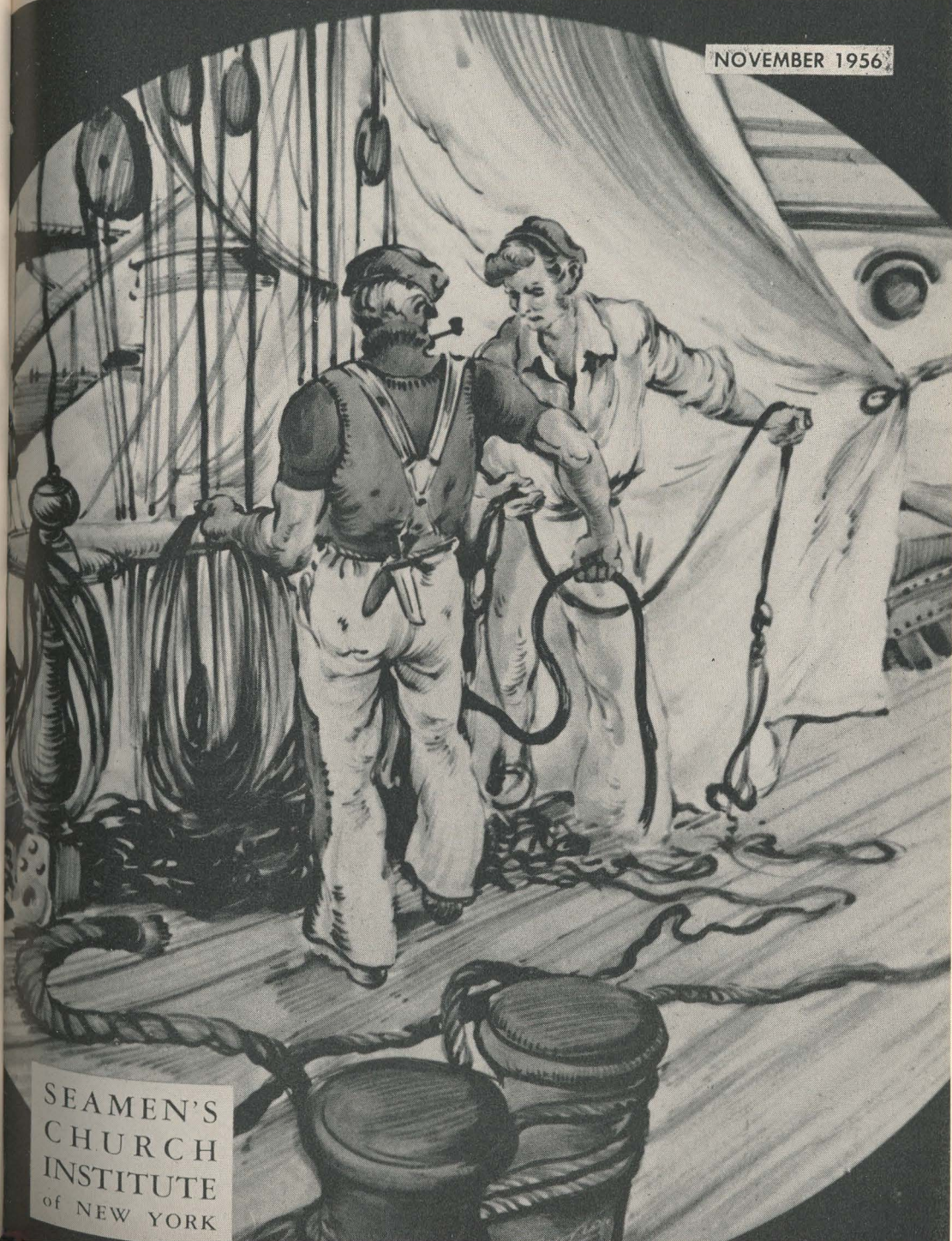


The LOOKOUT

NOVEMBER 1956



SEAMEN'S
CHURCH
INSTITUTE
of NEW YORK



THE SEAMEN'S CHURCH INSTITUTE OF NEW YORK is a shore center for merchant seamen who are between ships in this great port. The largest organization of its kind in the world, the Institute combines the services of a modern hotel with a wide range of educational, medical, religious and recreational facilities needed by a profession that cannot share fully the important advantages of home and community life.

The Institute is partially self-supporting, the nature of its work requiring assistance from the public to provide the personal and social services that distinguish it from a waterfront boarding house and give the Institute its real value for seamen of all nations and all faiths who are away from home in New York.

A tribute to the service it has performed during the past century is its growth from a floating chapel in 1844 to the thirteen-story building at 25 South Street known to merchant seamen the world around.



The LOOKOUT

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SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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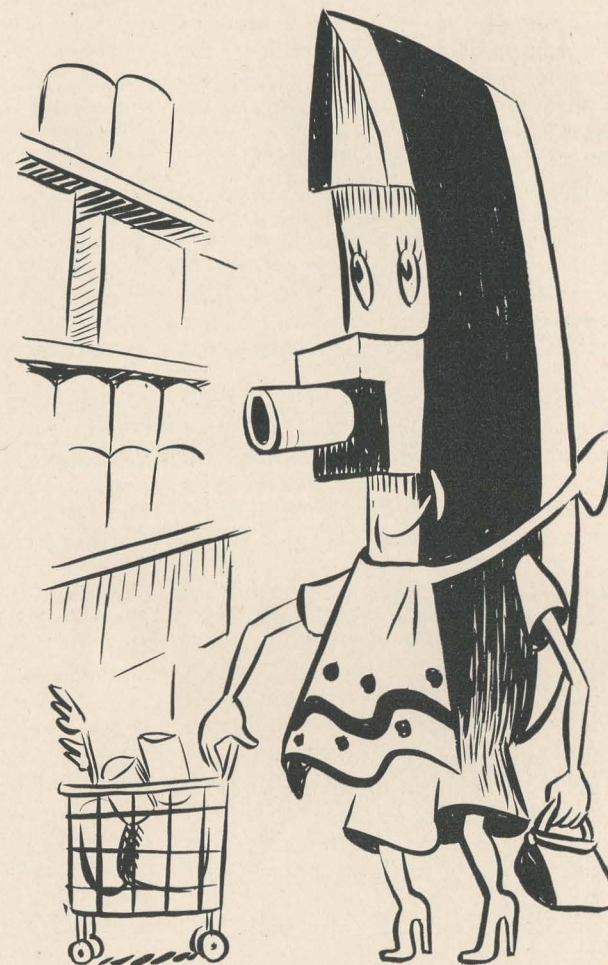
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THE COVER: A plate, hand painted in Spain, provides the illustration for our cover this month. The plate is one of a series which an enterprising second mate at the Institute has hired Spanish artists to paint for sale in this country.

Ships must shop, too. Ably assisting them to bring home the groceries are the gentlemen known as port stewards.



Ship Shopping

MOST people complain about the high cost of food these days, but there is a small group of men in New York who regularly spend \$5,000 and up on an order of meat, vegetables and groceries without batting an eye. They are perfectly sober citizens, otherwise known as port stewards, and it is their responsibility to provision the ships of their fleet so that, thousands of miles from the sight or smell of land, a seaman can sit down to a meal that tastes as if it came from the farm that morning. Accomplishing this minor miracle, which helps to make the American seaman

one of the best-fed workers in the world, is largely a matter of hard work. The port steward's job calls for the administrative abilities of a hotel manager, the knowledge of a dietician, the practical experience of a sea-going background, plus a salting of intuition regarding what a given crew of men will want to eat on a given voyage.

The not-so-good old days when seamen ate hardtack and "salt-horse" for breakfast, dinner and supper, the days of weevils in the bread and worms in the soup are happily gone, and seamen today

enjoy good food. Ordering, buying and storing that food, deciding what the men will want to eat and how much of it to purchase, all come under the heading of the port steward's tasks. Consider, for example, the problems that Port Steward William Brasby of Farrell Lines, an ex-seaman himself, faces every time one of the company's 16 ships come into port. How is he to know what the 50-odd crewmen and dozen passengers on the *African Rainbow*, headed for a 90-day voyage to South and East Africa, are going to want to eat three times a day? How does he figure out how many thousands of eggs, hundreds of pounds of sugar or hundreds of gallons of fresh milk he is to buy? Fortunately, there are some basic yardsticks to guide him. First of all, he knows where the ship is going; climate plays a part in shaping sailor's appetites. Then he knows how long she'll be gone; this determines the quantities of food bought and its special storage requirements. Finally, he knows what the demand has been for a certain food item in the past. For example, Brasby can tell you, to a bottle, just how much ketchup has been consumed on each of Farrell Line's ships for the past 10 years.

The sailor has few food preferences to guide a steward in the choice of food, says Brasby. Seamen, no longer an isolated group, seem to like what most other people like in the way of food: plenty of it, well prepared. The steward does find that sailors seem to eat more curry, more hot-cakes and syrup, more spinach (shades of Popeye!) and more soup than most land lubbers do. The staff of the Cafeteria at the Seamen's Church Institute notices that sailors ashore like soup and stew and plenty of fish. With these exceptions, however, seamen's food preferences are pretty much the same as those of most Americans. They like steak and roast beef, they dislike liver and mutton, and they are increasingly weight-conscious. Even the long favored potato is being shunned in favor of the trim figure. On Farrell Line ships five years ago, one pound of potato per man was served per day. Today it is down to 6/10 of a pound. Food

preferences are the most important consideration, although the rules of good nutrition are, of course, followed. "We try to give the men what they want to eat, not what we think they should have," says Brasby.

A few other special considerations must be taken into account before the port steward can start the actual process of provisioning a ship. The nature of each voyage has its own special requirements. For the *African Rainbow's* run to Africa, for example, Brasby will purchase canned fruit juices instead of frozen ones, because of the uneven quality of the drinking water in African ports. Although the objective is to store the ship completely in New York, where better merchandise is available (many foreign liners do their provisioning here rather than in their home ports) and where complete quality and quantity control is possible, room is left for taking aboard some African delicacies which are plentiful and inexpensive — South African rock lobster tails, tropical foods, fruit jams, chutney and dried fruits. In most instances, however, it would be uneconomical to take on stores in foreign ports. Flour bought in Capetown, says Brasby, probably comes from Canada; Japanese oranges, at certain times of the year, sport the label "California."

Bearing all these things in mind, Brasby then proceeds to provision the ship. First, he takes an inventory of all the food items aboard ship from the last voyage. Then he prepares his new requisition sheet. He buys all his meat, poultry and about 1/10 of the vegetables frozen. All poultry is eviscerated. Surprisingly enough, all groceries are ordered in small units. Fifty one-pound boxes of rice are more economical than a 50-pound sack, even though the price is higher. Smaller units eliminate over-preparation and left-overs, Brasby points out.

The requisition sheet is then given to the purchasing agent, who buys the stores at the lowest price via competitive bidding. An order for meat, for example, may be submitted to six or seven meat suppliers; the one offering the lowest price makes the sale.

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Dining Etiquette was of the free-for-all variety on the old whaling ships. This 1846 engraving "a scramble for the salt junk," shows the whalers battling it out for the biggest piece of meat for dinner. Salt meat, hard tack, and coffee were the year-in, year-out staples of their diet. Reprinted from *A Pictorial History of American Ships*, Copyright 1953, A. S. Barnes & Co., Inc.

When a food order costs \$7500 (an average figure for provisioning the *Rainbow* for 90 days), you can be pretty sure the customer wants to see what he's getting. The Government wants to see what he's getting, too, and so Brasby or one of his representatives then goes with a Department of Agriculture inspector to the various meat, vegetable, dairy and poultry suppliers and subjects all provisions to the most scrupulous tests. The food that passes this obstacle course is then checked for weight and quantity by the fleet's accounting department as it comes onto the pier. It gets a final check by the chief steward and cooks in the course of its use on the ship, and if it's not first-rate, the port steward's office hears about it. The elaborate checking system is a result of the days when provisioning a ship was an open field for graft on the waterfront.

Taken onto the ship, the food is then stored in refrigerated chambers, with different temperatures for different foods. Ice cream and fish, of all things, are stored together in the coldest room of all, one kept at 10 degrees below zero. Fortunately, the cold is so intense that flavors don't have a chance to get friendly and mingle. Meat is kept at zero degrees, vegetables

at 34 to 36, and so on. Eggs are kept in their crates, with air space in between, at 30 to 32 degrees.

Once the ship is at sea, it's the chief steward's responsibility to see that his galley crew cooks and serves the food in the most appetizing way possible. The end result is that the seaman can sit down to a meal, three times a day, that the finest restaurant would be proud to offer. He is served, in a neatly-tableclothed dining room, by competent stewards, and can order anything on the menu or everything on the menu. Food for officers, crewmembers and passengers all comes from the same pot. On a regular passenger liner, of course, there is more food of the brook-trout and caviar variety, but most experienced travelers will tell you they prefer the freighters for food.

More important to the port steward is the fact that the seamen like the food too. "Since crews are of such diverse backgrounds, it's hard to please everybody; but if we can make half of the men on board happy, then we're happy," Brasby says. Evidently, they do better than that, for there are very few "food beefs" on the Farrell ships. The word is out that these are "good feeders."

Hard at work at the Institute's Christmas Room, Mrs. J. D. Deane of New York is one of the many Women's Council volunteers wrapping Christmas packages for seamen.

Packing for Christmas at Sea



It's a long way from the North Pole to the South, even for world-travelers like Santa Claus, so the old gaffer should really appreciate this year's assist from the Women's Council of the Seamen's Church Institute. Volunteers at the Institute's Christmas Room have already packed and placed aboard ship 480 gift packages which will be distributed on Christmas Day to merchant seamen aboard MSTs ships taking part in the Navy's junket to the South Pole.

Almost 7,000 other sailors whose ships will be in foreign ports, or on the high seas on Christmas Day, will also receive the annual gift packages, as will seamen in marine hospitals in New York City and at the Institute. These packages culminate a year's work by thousands of women volunteers throughout the country. Working either in church groups or independently, they knit sweaters, socks, scarves and caps (one woman turned out

120 garments last year), wrap packages, contribute to the Council's "Wool Fund" or help with other financial gifts (the cost of each box is roughly \$4.00). At present, the women are keeping the Institute's Christmas Room open five days and two nights a week, wrapping each of the thousands of presents that go into the bright-red gift cartons, which Institute Ship Visitors are already delivering to the ships.

When seamen open the packages on December 25th, they will find in each of them a knitted garment (either a pull-over, two pairs of socks or a scarf and cap), a sewing kit, a pair of slippers, writing paper and ball-point pen, hard candy, a paper-bound book, and a game. New items this year are a first-aid kit, a nail brush, a mirror, and an address book. When address books were given out several years ago one seaman grinned, "What,

no phone numbers?"

In charge of the work is the council's executive secretary, Mrs. Rebekah Shipler. Commenting on the project she said, "From experience we know these are practical gifts. And being practical they can more fully represent the important and intangible gift we mean these boxes to hold for each sailor. These gifts suggest a community of spirit among people not materially obligated to each other. We give a knitted cap not simply to warm a sailor's ears, but to warm him with the thoughtfulness of a thousand stitches made for him by a woman in Kansas or Maine. This, we feel, is the warmth of Christmas."

Letters from seamen who in the past have received the gift boxes echo Mrs. Shipler's sentiments. A seaman in La Pallice, France wrote: "I want to express my appreciation of the fine thought behind the Christmas gift that I received aboard this ship while at sea on Christmas Day. What I had anticipated as a very routine day was much changed by the gift I received. And though it was a fine gift, I think the thoughts behind it were what cheered me. To imagine unknown people putting forth their time and effort, and also expense, for someone of whom they know nothing, made me realize again what the true Christmas spirit is."

Thousands of gifts must be individually wrapped before they are put into the Christmas gift packages. On the wall are photostated letters of thanks sent by seamen who received last year's boxes.



The World of Ships

TRAFFIC REPORT

Whatever else may be going on in the Suez Canal situation, the pilot problem seems to have solved itself nicely. A total of 233 pilots from 17 different nations are now working the canal, according to Mahmoud Yunis, Deputy Director of the Egyptian Suez Canal Authority. Yunis reports that this is a higher total than the number of pilots employed by the old Suez Canal Company, which Egypt nationalized last summer.

A roster of the pilots reveals that only 100 are Egyptian nationals. There are 30 Greeks, 23 Germans, 16 Americans and 15 Russians. One Iranian, plus various Poles, Italians, Spaniards, Yugoslavs and others make up the rest of the group.

To date, no major accidents or tie-ups have taken place.

LIBERTY MUSEUM

The Statue of Liberty reached the ripe old age of 70 last month, and at her birthday celebration a new chapter of her life was officially begun. Bedloe's Island, on which the Statue rests, had its name officially changed to Liberty Island, and a nation-wide campaign was launched to raise funds for the American Museum of Immigration, a jointly-sponsored industry-labor project which plans to convert the long-neglected Fort Wood at the base of the Statue into a shrine commemorating the achievements of America's immigrants. A goal of \$5,000,000 has been announced.

Secretary of the Interior Fred A. Seaton, addressing two thousand visitors to the Statue's birthday celebration, praised the

contributions of immigrant groups to the welfare of the nation. He said it was his "earnest hope that the new Congress in January will act promptly" in lifting a "number of onerous restrictions on immigration."

FREE SPEECH

Church groups, fraternal organizations, community and educational associations requiring speakers are reminded that the Speaker's Bureau of the American Merchant Marine Institute has a roster of steamship people available, for speaking engagements, at no cost, in the New York area and in various other ports on the Atlantic and Gulf coasts. Their general topic is "Ships and America."

Requests for speakers should be addressed to the Bureau of Information, American Merchant Marine Institute, 11 Broadway, New York 4, New York.

LOGGING TAKES A CUT

The shipmaster's ancient privilege of "logging" seamen is slipping fast. The National Maritime Union reported recently that a leading group of American steamship operators had formally agreed to put an end to the practice by which seamen could be fined two or more day's pay for missing a day or less of work, or for breaches of discipline.

A formal statement by Ralph Casey, president of the American Merchant Marine Institute, sealed the victory of the

N.M.U.'s anti-logging campaign, which has been waged since last July. At that time, the union informed the companies that fining men for more than actual time lost from work would be regarded as a violation of contract. Loggings diminished greatly after that, but were not officially abandoned until Mr. Casey's statement late in October.

Logging, dating back to the days of iron discipline aboard ship, was written into the U. S. Navigation laws in the last years of the nineteenth century. On this point, N.M.U. president Joseph Curran stated: "Whatever reason there may have been for giving masters this power in ancient times holds no water today. At one time employers in many industries were permitted authority over their employees which put the latter in the position of indentured servants. In shoreside industry such authority would be unthinkable today. It is equally out of place in the maritime industry."

ROCKABYE

The "quietest submarine of all time" has just been commissioned by the Navy. Nary a crewmember, an enemy, or even a fish will be able to hear the humming of the Diesel engines of the 1800-ton attack submarine *Darter* when it goes into operation next spring. The engines are located in a sound-isolated compartment and operated by remote control from a sound-proof cab.

The 260-foot submarine will also have another unique feature—a "joy stick" control like an airplane, which will enable one man to operate the vessel below the surface.

MONSTER AHOY

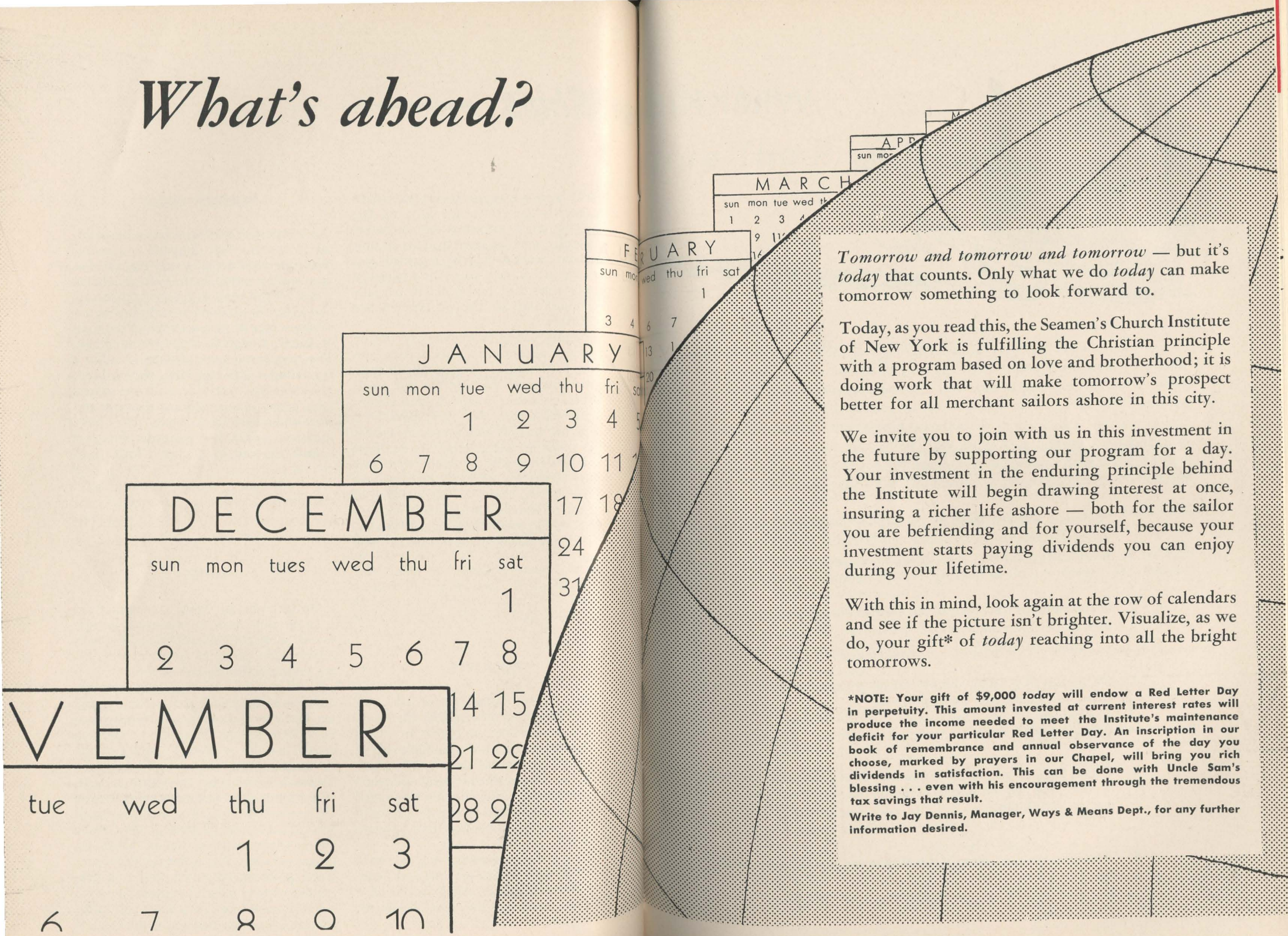
Sea monsters may or may not be mythical creatures, but England's *Nautical Magazine* reports that a very real one has been washed ashore in the Gulf of Alaska. A red-headed beast with enormous saucer-like eyes, the creature is supposed to resemble a type of monster seen off the coast of British Columbia about a century ago. The magazine reports that he is rather a big fellow—100 feet long, with a head, five-and-a-half feet wide, with eye sockets from seven to nine inches in diameter and three-and-a-half feet apart. His huge moveable upper jaw protrudes five feet beyond the end of the fixed lower jaw.

MUTES

Bridge-to-bridge voice communication is an absolute must in improving navigational safety, a marine communications expert told a group of government-industry shipping officials last month.

Calling it one of the "seven modern wonders of the world" that in this day and age two vessels could pass within sight of each other and yet be unable to speak to each other, Mr. Arthur F. Miller of the Atlantic Refining Company told the Radio Technical Commission for Marine Services that it must adopt as a major objective the active promotion of electronic aids which would make instantaneous, short-range voice communication from bridge-to-bridge possible. This is the key to the collision problem, he stated, and is a prerequisite to any radar identification device so far proposed, or to any system of traffic control or coordination yet attempted.

What's ahead?



Tomorrow and tomorrow and tomorrow — but it's *today* that counts. Only what we do *today* can make tomorrow something to look forward to.

Today, as you read this, the Seamen's Church Institute of New York is fulfilling the Christian principle with a program based on love and brotherhood; it is doing work that will make tomorrow's prospect better for all merchant sailors ashore in this city.

We invite you to join with us in this investment in the future by supporting our program for a day. Your investment in the enduring principle behind the Institute will begin drawing interest at once, insuring a richer life ashore — both for the sailor you are befriending and for yourself, because your investment starts paying dividends you can enjoy during your lifetime.

With this in mind, look again at the row of calendars and see if the picture isn't brighter. Visualize, as we do, your gift* of *today* reaching into all the bright tomorrows.

***NOTE:** Your gift of \$9,000 today will endow a Red Letter Day in perpetuity. This amount invested at current interest rates will produce the income needed to meet the Institute's maintenance deficit for your particular Red Letter Day. An inscription in our book of remembrance and annual observance of the day you choose, marked by prayers in our Chapel, will bring you rich dividends in satisfaction. This can be done with Uncle Sam's blessing . . . even with his encouragement through the tremendous tax savings that result.

Write to Jay Dennis, Manager, Ways & Means Dept., for any further information desired.

D E C E M B E R						
sun	mon	tues	wed	thu	fri	sat
						1
2	3	4	5	6	7	8

J A N U A R Y						
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		1	2	3	4	5
6	7	8	9	10	11	12

F E B R U A R Y			
sun	mon	tue	wed
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M A R C H			
sun	mon	tue	wed
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5	6	7	8

N O V E M B E R					
tue	wed	thu	fri	sat	sun
		1	2	3	4
6	7	8	9	10	11



What Kind of Sailors Were The Pilgrims?



Everybody knows the story of the Pilgrims and their colony in the New World, but how many people know the story of the voyage that brought them there? With Thanksgiving at hand and a second *Mayflower* scheduled to cross the ocean this spring as an Anglo-American good-will gesture, now's a good time to test your knowledge of the seafaring talents of the Pilgrim adventurers. A perfect score on this quiz means that, at the very least, you deserve (but probably won't get) a passage on the second *Mayflower*, which will set sail from Plymouth, England on April 2, Captain Allan Villiers in command.

- Before it was chartered by the Pilgrims the *Mayflower* had been
 - An Elizabethan vessel which helped defeat the Spanish Armada
 - A fishing vessel
 - A merchantman engaged in the wine trade
 - A Norwegian ship engaged in the herring trade.
- In command of the ship and her crew of 30-odd seamen was
 - Captain Miles Standish
 - Captain Christopher Jones
 - Captain John Smith
 - Captain William Pierce
- On August 5th, 1620, the *Mayflower* set out for the first time to cross the Atlantic. Her home port was
 - Plymouth
 - Dartmouth
 - Delft Haven
 - Southampton
- Forced back to port twice before they finally sailed on September 6, 1620, the Pilgrims had to abandon the *Mayflower's* leaky companion vessel, the
 - Speedwell
 - Fortune
 - Sea Venture
 - Charity
- "Shooting the sun" aboard the *Mayflower* was done by means of the
 - Traverse-board
 - Astrolobe
 - Sextant
 - Cross-staff

- The *Mayflower's* tonnage was approximately
 - 100
 - 180
 - 235
 - 50
- The *Mayflower* was
 - Bark-rigged
 - Square-rigged
 - Ship-rigged
 - Schooner-rigged
- With 102 passengers crowded into dank cabins, no sanitary facilities and poor food, the voyage across the turbulent ocean became a nightmare. Yet the *Mayflower* was not able to average more than
 - 100 miles a day
 - 20 miles a day
 - 46 miles a day
 - 74 miles a day
- The Pilgrims first sighted land, after over two months on the high seas, at a point off the high bluffs of Truro on Cape Cod. They had originally intended to go to
 - New Amsterdam
 - The coast of Maine
 - Farther south along the Jersey shore
 - Boston
- Plymouth Harbor, where the Pilgrims finally came ashore, was also called by them
 - Wanderer's Rest
 - Peaceful Haven
 - Tucker's Terror
 - Thievish Harbor
- The "Mayflower Compact," signed before the Pilgrims landed, was designed to
 - Quell a mutiny
 - Establish the basis of American democracy
 - Divide up provisions on the *Mayflower*
 - Establish a form of local government

Answers Below

1. c 2. b 3. d 4. a 5. d 6. b 7. a
8. c 9. c 10. d 11. a

Book Watch



BOON ISLAND

By Kenneth Roberts

Doubleday & Company, Inc., New York, \$3.75

In 1710, the *Nottingham Galley*, 135 days out of Greenwich, found itself hurled along the Maine coast in a howling northeaster. Directly in its path was the terrible Boon Island — a narrow, naked ledge of ice-covered rocks. The smashing of the *Nottingham* on that island and the almost Herculean efforts of the crewmembers in their fight to survive is the subject of Kenneth Roberts latest book. A master of the adventure story, Kenneth Roberts is in top form in this tale of one of the epic struggles of men against the sea.

TO THE GREAT SOUTHERN SEA

William Albert Robinson

Harcourt, Brace & Co., New York, \$5.00

Varua is Tahitian for spirit or soul—it “seems to express the essence of the ethereal beauty of a sailing ship and her eternal quest.” This is how the author of this book writes about the ship that took him and his small Polynesian family on a 15,000 mile, 11-month voyage from Tahiti across the Great Southern Sea, on the track of the big square-riggers that made their way down to the Horn. His book is a lively and spirited account of an adventurous voyage, a super-human contest with a hurricane sea, and visits to strange and charming native islands. *To The Great Southern Sea* is illustrated with charts, diagrams and

16 pages of photographs. An appendix for the practical sailor is included.

THE AGE OF FIGHTING SAIL

C. S. Forester

Doubleday & Co., Garden City, \$5.00

This sixth volume of the *Mainstream of America* series is an exciting, on-the-spot type narrative of the naval war of 1812—the war in which the fledgling American Navy played havoc with a nation rich in a hundred years of sea triumphs. The naval battles of that war, its heroes and great ships come vividly alive under the hand of Mr. Forester, who handles American history with the same deft touch that has characterized his famed “Captain Horatio Hornblower” series.

THROUGH HELL AND DEEP WATER

Charles A. Lockwood and

Hans Christian Adamson

Greenberg: Publisher, New York, \$4.50

This dramatically-told account of the exploits of Sam Dealey, one of the Navy's ace submariners, is the third volume on Pacific submarine warfare by Admiral Lockwood and Colonel Adamson. An authentic and human document of what submarine warfare feels like to the men who are fighting it, the book recounts the career of Dealey's sub, the *U.S.S. Harder*, and of its brilliant forays against the Japs during World War II. *Illustrated.*

OLD MAN BY THE SEA

Every morning at his door —
Enticing, retreating —
And calling him to gladness
The bright new seas came beating;
But in the lonely twilight,
Misty-eyed and dim,
Always it was old, old seas
That nodded there with him.

CAPE COD GRANDMOTHER

There was no one to tell her
Yet Grandma always knew
The very day — the very hour —
That Grandpa's ship was due;
And Grandma had a certain tune
That when she started humming —
I'd run to where the steps went down,
And there'd be Grandpa coming.

Iva Poston

