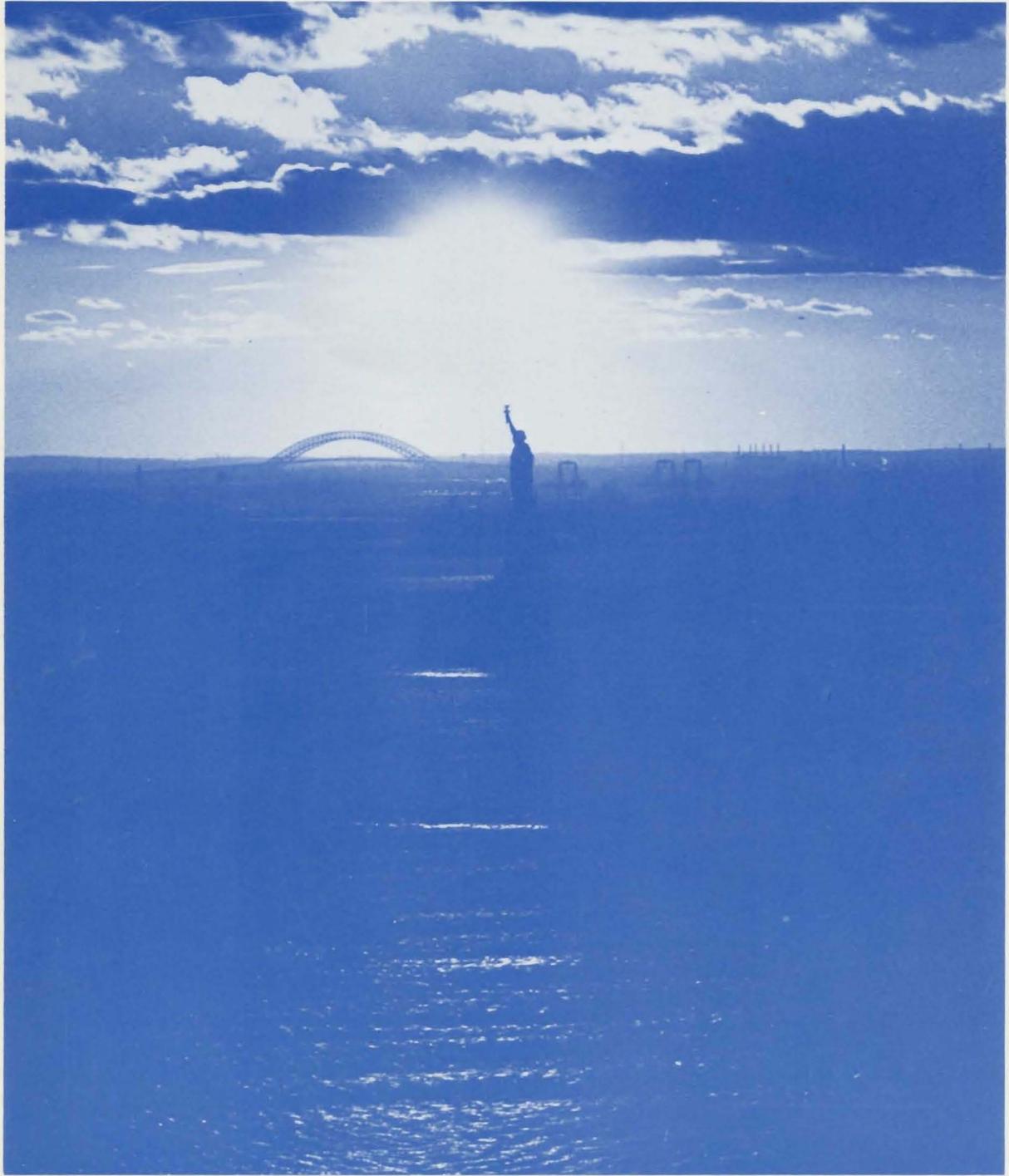


The LOOKOUT

SUMMER 1986



THIS ISSUE:
9TH ANNUAL GALA DINNER
ANNUAL REPORT OF GIFTS AND GRANTS

EDITOR'S NOTE

Although it is the purposeful intent of the Lookout staff not to write *just* about the Institute, nearly every article we publish relates in some way to its work, concerns or history.

However, once a year, in our annual gifts and grants edition, we devote practically the entire issue to SCI.

This year, the articles are brief but varied, and we hope that they give you some idea of the breadth of the Institute's work on behalf of seafarers . . . both in port and internationally.

We also pay a parting salute to a greatly admired Navy officer, Captain Elizabeth G. Wylie. She is the kind of person who prefers to speak about her work and those who work for her and not about herself. We admire this and wish her well in her next assignment.

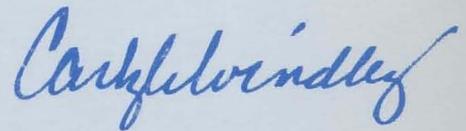
And, we have the pleasure of paying tribute to Mr. Michael E. Maher, a true leader in the maritime industry, a gentleman and humanitarian.

Our gifts and grants section is but a small attempt to recognize formally all those whose support helps "to ensure that the Institute remains secure in its mission to seafarers."

Our photo essay on tugboats in the harbor just seemed appropriate for a summer issue.

Our cover reflects how majestic and serene the Great Lady of the Harbor looks at sunset without fireworks.

As always your comments and suggestions are welcomed.



Carlyle Windley,
Editor

The LOOKOUT

Volume 78 Number 2

SUMMER 1986

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CAPT. ELIZABETH G. WYLIE

The highly regarded, current Commander of MSCLANT reviews what has been accomplished during her two-year tour of duty which ends September 1986.



5

THE COURT CARRIER 'SAGA'

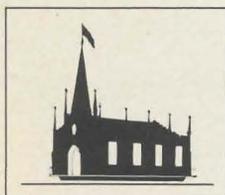
An abandoned ship with a destitute, stranded crew provides a classic example of how the Institute is prepared to help in such a situation.



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GALA DINNER HONORS MICHAEL E. MAHER

SCI's extended "family" gathers together to honor a special friend and support the work of the Institute.



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ANNUAL REPORT OF GIFTS AND GRANTS

From across the nation and the high seas, contributors old and new help the Institute carry on its work.



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PORT STATE CONTROL CONFERENCE

With speakers and delegates from both American and European maritime communities, the nation's first conference on Port State Control proves to be an unusual success.

Editor: Carlyle Windley

Features: Ellen Kavier

Iris Raylesberg

Arnold Workman

Production Assistant: Mercedes Wright

Art Director: Kenneth Doherty

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Institute Director Chairs International Maritime Association

Effective March 1, 1986, SCI Director, the Reverend James R. Whittemore, became Chairman of the International Christian Maritime Association (ICMA). He is the first American to chair this 17 year old international association and succeeds the Reverend Canon W. F. D. Down, General Secretary of the Anglican Missions to Seamen.

ICMA is an ecumenical association of Christian seafarer agencies serving seafarers in more than 700 ports worldwide. They maintain centers open to seafarers of all nations, races and religious affiliations and many of the seamen centers are run in full international and ecumenical partnership.

The organization was created in 1969 after a number of Christian seafarer groups from throughout the world expressed the desire to work together more closely. The Reverend Bernard Krug of Felixstowe, England is the society's General Secretary.

The aims of ICMA remain the same today as when it began 17 years ago:

- To promote and encourage collaboration and assistance among Christian organizations that work for and among seafarers.
- To act as a coordinating body for these organizations and to serve as a liaison between them and other groups whose activities affect the lives and welfare of seafarers.
- To be the collective and respected voice of member organizations within the maritime industry as well as outside of it.

Of primary importance to ICMA today are the complex and rapid changes affecting seafarers—especially those from Asian nations. Today, two thirds of the world's merchant mariners are from that area, with the largest number from the Philippines.

"West meets East is one of the major challenges for ICMA today," said Dr. Whittemore. "One of the tasks for



Rev. Krug, Canon Down, Cardinal Sin and Father Whittemore at the conclusion of ICMA's plenary conference held in the Philippines last year

ICMA is to develop a theology of mission and ministry for a whole new group of seafarers whose culture and traditions are quite alien to ours."

ICMA's collaboration and cooperation in dealing with seafarers' problems is exemplified by last year's plenary conference in the Philippines. The conference, which was attended by 166 delegates from 28 countries, was held in the Philippines because of the increasing number of Filipino seafarers experiencing work-related problems.

After hearing first-hand accounts of working conditions for Filipino and other Asian seafarers, ICMA passed a number of resolutions that were then conveyed to the Government of the Philippines by the head of the Roman Catholic Church in the Philippines, His Eminence, Jaime L. Cardinal Sin.

"Cooperation between the Roman Catholic Church in the Philippines and ICMA was extraordinary. That cooperation and trust is, in essence, what makes ICMA and its work so significant," Dr. Whittemore emphasized.

"I don't know of any other area where Lutherans, Episcopalians, Methodists, Roman Catholics, Southern Baptists, Presbyterians—

people from a wide range of denominational backgrounds—are more able to link arms and work together," he said. "There is a higher level of ecumenical cooperation on waterfronts around the world than in any other area of ecumenical activity that I know of."

As for the future of ICMA during his four years tenure as chairman, Dr. Whittemore hopes to continue working toward the goals established by the organization. That includes furthering the cause of interconfessional collaboration and promotion of unity among Christians, sharing the riches of the world's different spiritual traditions, expanding ICMA's vision of ministry to include everyone at every level in the maritime industry, and continuing to establish regional branches . . . all to better serve seafarers of all nations in ports around the globe.

ICMA Members

Apostolatus Maris
Association of Seamen's Mission,
Kanagawa, Japan
British Sailors' Society
Dansk Indenlandse Somandsmission
Dansk Somandskirke I Fremmede
Havne
Den Norske Sjomannsmisjon
Deutsche Seemannsmission
Goole Christian Mariners Association
Hull Sailors' Children's Society
International Council of Seamen's
Agencies (North America)
Korea International Seamen's Mission
Mersey Mission to Seamen
Nederlandse Zeemannscentrale
Queen Victoria Seamen's Rest
Suomen Merimieslahetykseura:
Svenska Kyrkan I Utlandet
The Missions to Seamen
World Council of Churches (CWME)

Capt. Elizabeth G. Wylie and The Military Sealift Command—Atlantic



Captain Elizabeth G. Wylie

Headlines reporting US Navy ships on patrol in waters near troubled spots such as Libya and Lebanon remind us that even in peacetime, an American naval presence is always deployed somewhere in the world. The ships of the Navy provide a forward wall of defense vital to the strategic military planning of the United States and its Allies.

To maintain the fleet requires a vast supply effort. That is the job of the Military Sealift Command (MSC), a branch of US Naval operations headquartered in Washington, DC with area commands in London, England, Yokohama, Japan, Oakland, California and Bayonne, New Jersey. The MSC base in Bayonne, known as MSC Atlantic or MSCLANT, is the largest in terms of personnel with 400 workers in command headquarters and nearly 100 others assigned to offices in Norfolk, Virginia, New Orleans, Port Canaveral and Balboa, Panama. The current commander of MSCLANT is Captain Elizabeth G. Wylie, whose two-year tour of duty will end September 1986.

According to Captain Wylie, MSC activities during the recent 6th Fleet maneuvers in the Mediterranean off Libya represented business as usual. "It is our job to sail and serve the fleet around the world," Captain Wylie remarked, "and we are there off Libya just as we are there wherever US Naval ships patrol."

Captain Wylie suggested that MSC operations in the Mediterranean are illustrative of how the command as a whole accomplishes its mission. "The US government is committed to providing a Navy presence in the Mediterranean. To fulfill that commitment requires a varying number of Naval ships and personnel. MSC has taken over the operation of the support ships required by the Navy—these include oilers and cargo stores ships—so that combat ships can remain at sea for longer periods of time serving as a deterrent. We usually will have two oilers and at least one AFS, as the cargo stores ships are called, on duty with the 6th Fleet."

In addition to the 6th fleet, MSCLANT provides support for the 2nd Fleet (Atlantic Ocean) and ships patrolling along the East Coast, in the

Caribbean and near Central America. It has a fleet of 28 ships owned and operated by MSC and crewed by civil service mariners working directly for the Command.

Depending on the need to transport material for the Navy, MSC charters ships from privately owned companies. The number of commercial ships on hire varies but usually averages about 20 vessels in the Atlantic area. The crews operating and maintaining these leased ships work for the private companies. Fleet oilers transport petroleum, oil and lubricants, as well as a limited amount of food, supplies and mail. Cargo stores ships carry more general supplies and could be called "floating supermarkets." The range of items on board runs from supplies of food to utensils, clothing and spare parts. The USNS Sirius, for instance, carries 17,000 line items most of which fall under the category of spare parts—anything from small screws and transistors to large engine parts for helicopters. All of the cargo stores ships and oilers have a helicopter landing area.

In recent years, MSC has undertaken two new programs that will dramatically increase US versatility and maneuverability in deploying forces to trouble spots: Fast Sealift Ship (FSS) and Maritime Prepositioning (MPP). "The government purchased eight ships from Sealand Corporation for the Fast Sealift Ship program," Captain Wylie explained. "The ships were redesigned to be roll-on, roll-off vessels that would be used primarily by the US Army to resupply troops in Europe, but could be used in other areas as well."

The revamped Fast Sealift Ships can carry impressive cargo loads including 122 M1 tanks, 175 assorted helicopters, and 390 vehicles from fuel trucks to jeeps to armored personnel carriers. Vehicles can be driven on and off the ships from port side ramps, while helicopters and artillery can be loaded by the large double cranes added to the ships during the refitting. The FSS were built to reach speeds of 33 knots fully loaded and reach Europe in five days. "Since quick response time is uppermost in importance, we run exercises to increase our speed in loading,

getting underway and off loading," Captain Wylie said. "We can be fully loaded in 36 hours and off-load in 24 hours. It takes a lot of practice to accomplish this and we have put together a skilled group of Army and Navy people to do it.

The MPP programs, which should be fully operational later this year, will have 13 ships deployed in three squadrons—in the Atlantic, Indian and Pacific Oceans—ready to support a Marine amphibious brigade of 16,500 men for 30 days without resupply. "The squadrons will hold enough supplies to allow the marines to be self sustaining," Captain Wylie explained. "The Marines will have on hand sufficient gasoline and diesel fuel, spare parts, food, water and communications equipment to build themselves a military effective community. The program recognizes that wartime conditions might prevent normal support from reaching these troops as quickly as we might want."

Captain Wylie believes both FSS and MPP bring something new and important to the military's strategic planning. "These programs give the US government an important option in tailoring quick responses to the unique military situations we may face in today's world."

In the event of a full-scale war, MSC would depend on its own fleet of vessels, which numbers about 175 ships, as well as ships in the National Defense Reserve Fleet and the Ready Reserve Force. In addition, MSC could requisition commercial ships for military use. MSCLANT, along with the other MSC headquarters, provides reserve training programs to prepare reservists for their role during a mobilization.

During her tour of MSCLANT, Captain Wylie has seen changes in MSC operations. "We have evaluated our operations carefully and where we have seen something that could be done as effectively and at less cost in the private sector and which did not involve strategic sealift, we have moved to take advantage of that option. As an example, some of the oceanographic research that used to be done by MSC has now been bid on a competitive basis and given to private ships."



Above:
A careful reading of the sign in her office shows that Captain Wylie believes that a strong leader should also have a touch of humor

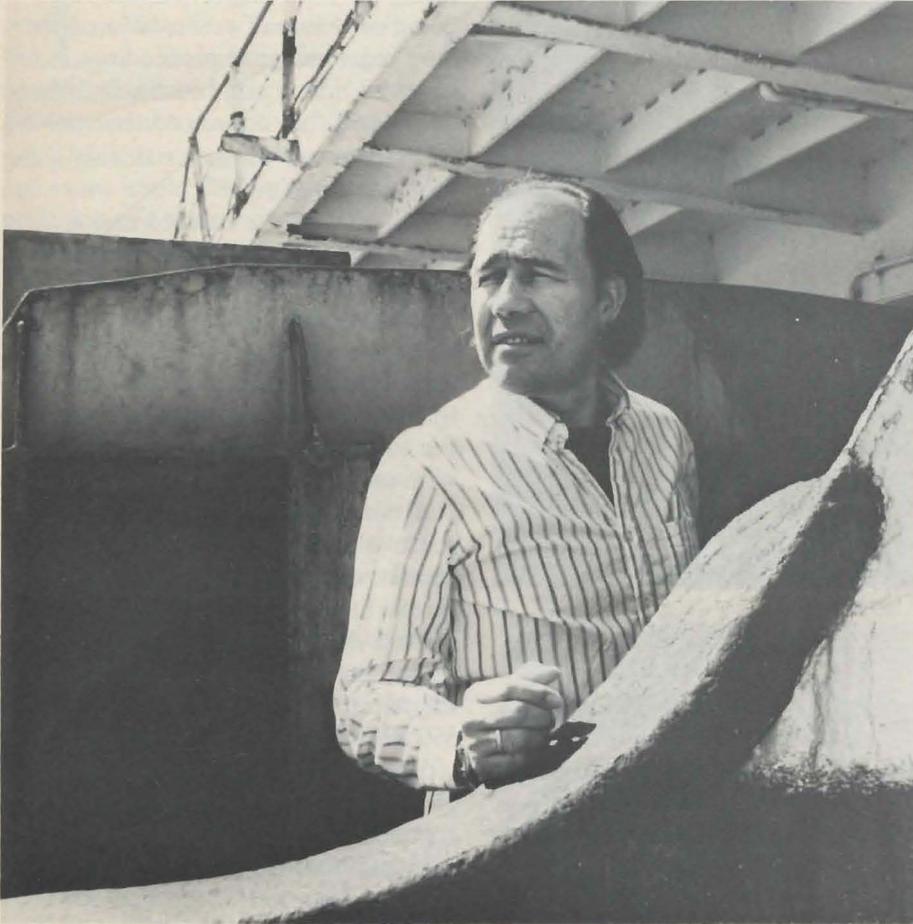
Below:
The cargo stores ship USNS Sirius

Although she cites greater use of technology to achieve more efficiency in MSCLANT's operations, Captain Wylie believes that it is the people in her command that make it special. "One of my most important considerations is whether we are using our people in the best way possible. After all, of all the things we have, the rarest commodity is people and I have been privileged to serve with an outstanding group of civilian and naval personnel here at MSCLANT.

Ellen Kavier

The Court Carrier 'Saga'

*A Case of Getting an
Abandoned Ship's Crew
Their Rights and Money*



Court Carrier Captain Hernando Serrano waiting for news on the vessel's and his crew's fate.

A stranded freighter called the "Court Carrier" appeared to be just another instance of a ship's abandonment by an owner deciding that his "disappearance" would be the better part of financial valor.

Of course, such owners leave their crews high and dry, stranded in a strange land.

Except that in this case, explains Dr. Paul K. Chapman, Director of the Center for Seafarers' Rights of the Seamen's Church Institute of New York and New Jersey, the ship was docked in Brooklyn, and SCI got involved.

As a result, the Court Carrier's Captain and crew of 10 began to receive material aid and legal advice. The story about the abandonment and SCI's successful efforts to help was carried by television stations and at least a half dozen New York-New Jersey publications—including the Associated Press; and SCI was able to see the case through to a relatively positive ending.

The Court Carrier, out of a Venezuelan port with a load of cement, had engine trouble off Cape Hatteras, NC. It finally managed to limp into its Brooklyn dock. But it was two weeks late, and the consignee refused the cement. The captain had no money for wages or to complete necessary repairs.

The 275-foot German-built ship was registered in Panama and had a South American crew.

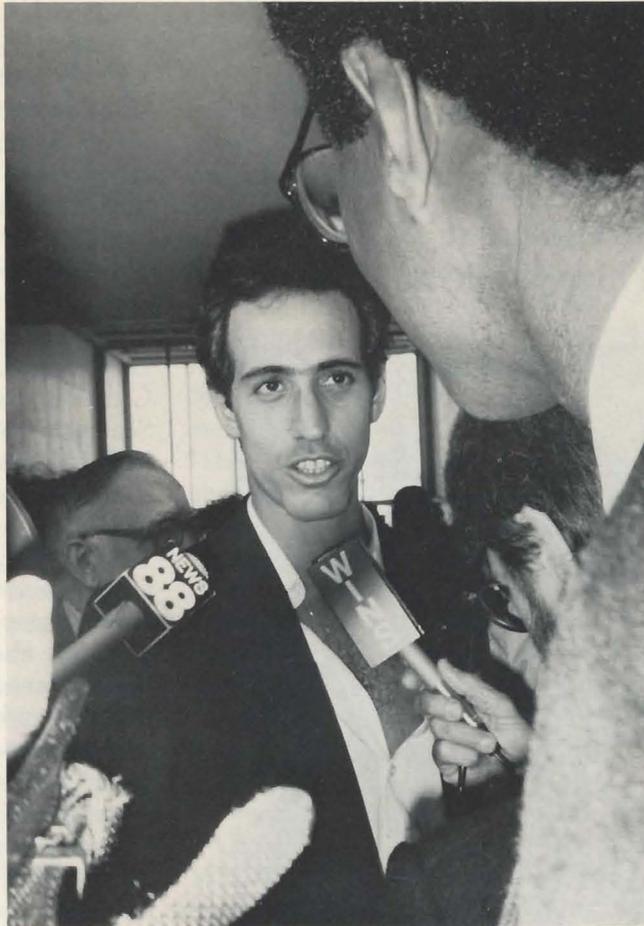
Though SCI was able to track down the owner's name, Courtney, Inc., and locate the company's legal spokesman in Aruba, no representative of the owner ever actually put in an appearance, or came forward with funds.

SCI's Center for Seafarers' Rights aimed at getting the seamen their back pay and a means of repatriation, while making their enforced stay here as comfortable as possible. But justice is seldom accomplished overnight, and the solution worked out by SCI was five months in coming. It required use of several SCI programs that have been set up to deal with such emergencies.

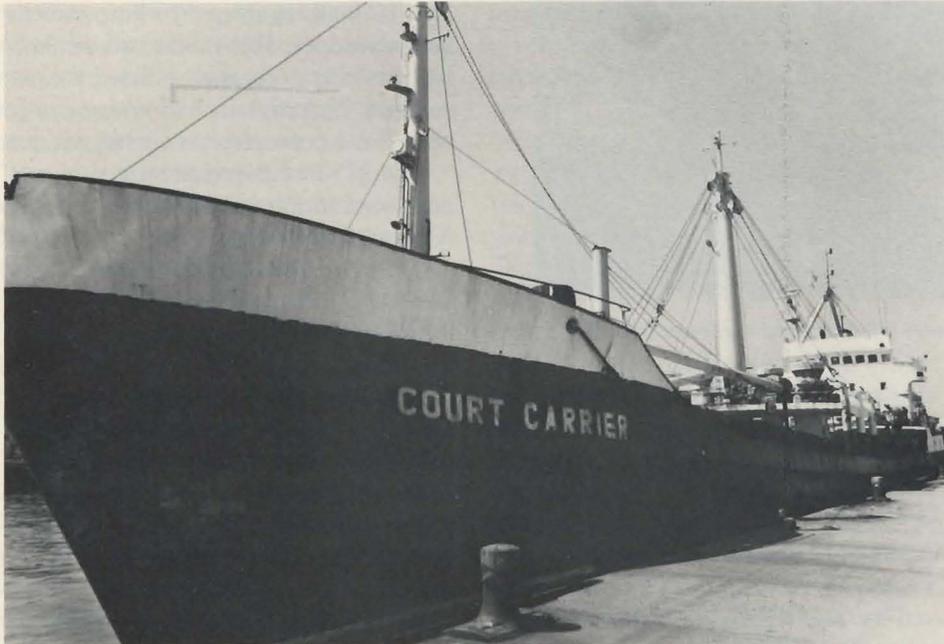
Actually, it was through SCI's ship visiting program that the plight of the Court Carrier and its crew was brought to light.

Members of the Court Carrier's crew

Reporters interview the "new" owner's representative following the auction.



The Court Carrier



told ship visitor, Gilbert Rodriguez, that they had been in port since December, had not been paid since November, had only enough food on board the ship for a month more, and literally had nowhere to turn.

Worse, from their point of view, they had no money to send their families.

Several seamen believed their families were going hungry as well. The oiler's wife was hospitalized, and the Captain needed tuition money for his daughter.

SCI was able to help out with food and some pocket money. But these were interim efforts. The hard solution required finding a way to get the crew

members the money owed them, and the means of getting home. The strategy adapted was not novel, but it probably was the fastest, most practical, course open to them.

Michael Smith, an attorney with SCI's Seafarers' Legal Services program, urged the seamen to consider court action under which the crew legally would "seize" the ship and have it sold for back wages. "It took some doing over several weeks, because the crew regarded court proceedings as too long and drawn out, but finally," Mr. Smith said, "we convinced the crew that the owner was not suddenly going to make things right."

SCI advised the crew to hire a lawyer to obtain a seizure-order from the US District Court, who could then arrange for an auction. It also prompted the court to name the crew and captain custodians of the ship so that they could legally be paid while the court and auction proceedings were under way.

A minimum price of \$100,000 was set for the ship and its 2,000-ton cement cargo, but despite the widespread news coverage there were no bidders during the April auction. A second auction was set for May 1, and the minimum bid was lowered to \$50,000. As things turned out, the bidding was spirited and went to \$140,000. The ship and cargo were acquired by a Panamanian.

In addition to covering some of the expenses incurred by the ship while it was in port, including court costs, the money was used to pay the crewmen back wages due them.

Unfortunately, it's not all that unusual for certain ship owners having a run of financial bad luck to abandon their ships without much thought for the welfare of their crew, explains Mr. Chapman. "At times, bunker fees, mortgage payments, crew wages and port fees plus other operating expenses, are more than the projected income from shipping. Sometimes, the expenses are even more than the market value of the ship itself. Under these conditions, a ship owner is likely to just give up and disappear."

Arnold Workman

SCI Maritime Training Director Participates In International Radar Conference

The 45 delegates to the recent fourth "International Radar Simulator Teachers Workshop" in Finland came from 22 nations, and their official titles suggest the importance given to such a meeting: 37 of the delegates were captains and many could also rightly be called professor and author.

Radar and Advanced Radar Plotting Aids (ARPA) are the state-of-the-art methods of preventing ship collisions at sea, and that's no minor accomplishment.

Every year, there are collisions of ships at sea, most of which involve foreign ships in foreign waters, and they are not publicized by the media here. Often these accidents result in loss of life, as well as millions of dollars loss in ships and cargo.

"To those of us whose lives are entwined with seafaring, these collisions are tragic," notes Eric Larsson, Director of SCI's Maritime Training Division, "and they're made all the more tragic by the fact that many of them probably are preventable. The fact is that most collisions involve human error, and training in radar and ARPA can prevent two ships from occupying the same spot at the same time."

And that, says Mr. Larsson is what the May 5-10 "International Radar Simulator Teachers Workshop," really was all about.

In some 25 hours of workshop sessions, the delegates heard 16 lecturers zero in on the most up-to-date radar simulation techniques used to teach methods of monitoring traffic and crowded shipping lanes and port areas. They also reviewed some recent at-sea collisions, the errors that led up to them, and ways they could have been prevented.

Mr. Larsson participated in the Workshop not only as a delegate but as a session chairman and lecturer. His topic: "Training in the Use of Auto-



Mr. Larsson

matic Radar Plotting Aids (ARPA)—a US Perspective." He told the delegates that at SCI the radar course is based on the proposed IMO minimum requirements; the assumption that students must be re-familiarized with rapid radar plotting before taking the ARPA; and on practical exercises under realistic conditions. "Students must not only have hands-on operational ability with radar systems—"knobology," Mr. Larsson explained, "but they also must be able to incorporate this training into their decision making process. In addition to extensive practical hands-on evaluation, SCI gives a written examination to ensure that students thoroughly understand the material."

The workshop/conferences for radar simulator teachers are sponsored every two years by training schools in conjunction with the United Nation's International Maritime Organization, and are hosted by the colleges and technical schools. This year, the Workshop was held in Mariehamn,

Aaland Islands, located between Finland and Sweden, and reachable only by ferry or plane. The Workshop Chairman was Gunther Zade, Vice Rector of the World Maritime University, Malmö, Sweden.

Interestingly, the Workshop sessions began aboard one of the ferries taking the delegates to the island. After being welcomed by Mr. Zade, the delegates were formed into small groups to enable them to visit the bridge and study archipelago navigation first-hand. In addition, while on board the ship, spokespersons for regional national IMO groups launched the Workshop program with a series of reports on their local activities.

During the five-day Workshop program, speakers also focused on practical radar-navigation applications and teaching methods, including: development of radar simulator courses; the use of collision avoidance and navigation radar simulator (Conrad); short courses in radar plotting and radar command training; effective exercises in collision avoidance and formats for student-debriefing; and legal constraints on risk-collision control.

In addition, lectures dealt with specific real-life situations, such as a specific accident and one world-port's solution to a foul weather hazard. The delegates studied the events leading to the 1979 "Sidney Express"—"Maharaska" collision in the Mediterranean Sea. This accident, which occurred despite the use of two radars on the "Sidney Express," resulted in the loss of three of the crewmen and one of the ships.

The other real life lecture dealt with disaster-prevention in Tokyo Bay during a typhoon.

The next International Radar Simulator Teachers Workshop conference is scheduled to be hosted by the Australian Maritime College, in Tasmania, February 8-12, 1988.

Arnold Workman

Ninth Gala Dinner



After a year's hiatus, the Board of Managers of the Seamen's Church Institute of New York and New Jersey welcomed its many friends from throughout the port community to its Ninth Gala Dinner held on May 29 in the Ballroom at Windows on the World. The gathering honored Michael E. Maher, founder and president of Maher Terminals, Inc. who received the Institute's Silvered Ship's Bell Award for his outstanding contribution to the maritime industry and for his friendship and support of the Seamen's Church Institute.

Dinner Chairman, Conrad H.C. Everhard, President of Dart Containerline, Inc. and Chairman of Seapac Services, added to the evening's festivities with a warm-hearted and amusing tribute to his good friend, Mike Maher. Mr. Maher joined the distinguished list of past recipients of the Ship's Bell Award which includes Dr. John M. Mulligan, James A. Farrell, Jr., Robert T. Young, Edward J. Barber, John T. Gilbride, Charles I. Hiltzheimer; Secretary of Transportation Elizabeth H. Dole, and Mrs. Brooke Astor.

The evening's program began with the invocation delivered by Father Lee Smith, Port Chaplain and Director of the Stella Maris Seamen's Center in Brooklyn, and greetings from SCI Director, the Rev. James R. Whittemore. Adding to the evening's festive mood was a vacation cruise around the Hawaiian Islands on a ship of the American Hawaii Cruise Line donated by its Chairman, Conrad Everhard, which was won by Mr. and Mrs. James E. Devine.

Proceeds from the evening help support the Institute's many programs for seafarers of all nations calling on the port of New York/New Jersey.

About Mr. Maher

In March, 1946, having completed his tour of duty in the US Army



Clockwise from top: Dinner Chairman, Conrad H. C. Everhard, presenting the Institute's Silvered Ship's Bell Award to Mr. Maher. Joining them for the presentation was the Institute's Director, the Reverend James R. Whittemore. Winners of the Hawaii Cruise donated by Mr. Everhard were Mr. and Mrs. James E. Devine. Mrs. Conrad Everhard and daughter Lisa.

Honors Michael Maher

during World War II, Michael E. Maher became founder and President of the company now known as Maher Terminals, Inc., which conducts commercial stevedoring and terminal operations in the Port of New York and New Jersey and in Baltimore, Maryland.

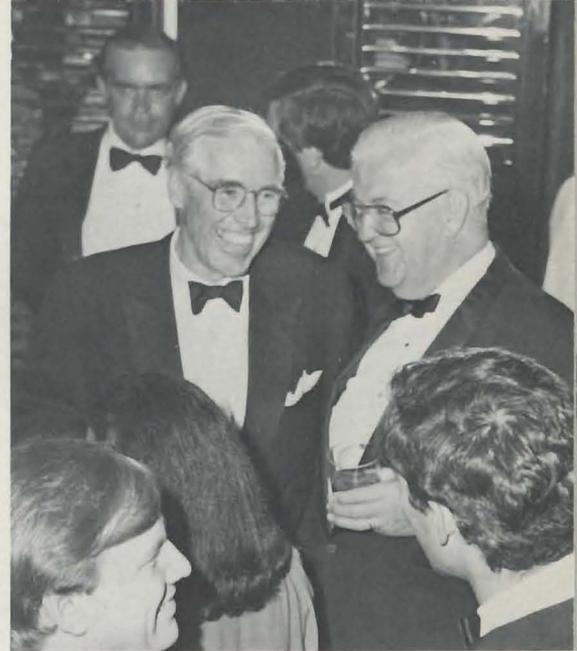
Under his leadership in the 1970's Maher became an industry pacesetter in adapting to the challenges of the new containership technology. Today, Maher Terminals is the largest multi-user container terminal in the United States operated by a single company.

In 1981, Mr. Maher became the company's Chairman and his son, M. Brian Maher, was appointed President.

In addition to serving on the Board of Managers of the Seamen's Church Institute, he is a Director of both the New York Shipping Association and the New Atlantic Ports Association. He is also the immediate Past President and Director of the National Association of Stevedores.

In August, 1942, Mr. Maher entered military service as a 1st Lieutenant in the US Army Transportation Corp. For two years he served in the New York Port of Embarkation supervising stevedoring operations. In 1944, he was promoted to the rank of Major and reassigned to the European Theater with responsibility for the operation of a large segment of the Port of LeHavre, France. He received a citation and the Bronze Star Medal for his achievements in organizing and supervising operations in that port.

Born in New York City, Mr. Maher received a bachelor's degree in economics from St. John's University and earned his law degree at the St. John's Law School. He is a member of the New York State and American Bar Associations and is a trustee of St. Peter's College in Jersey City, New Jersey.



Mr. Maher, Rev. Whittemore, Mrs. Whittemore & Mrs. Michael Maher. Guests during the cocktail hour.



Sports Competition Draws 260 Seamen

From May 19-27 in Port Newark more than 260 seafarers ran, jumped, kicked and shot—testing what was left of each others athletic skills after a hard day's work looking after cargo and caring for their ships in the Newark and New York City ports. The event prompting this added expenditure of energy was the annual International Sports Week for Seafarers held at SCI's Port Newark Seamen's Center.

"It was a fun time for the crews from nine cargo and containership vessels who competed," explains SCI Chaplain Barbara Crafton. Sponsored by the Seamen's House of the Young Men's Christian Association based in New York City, the Norwegian Government Seamen's Service and SCI, the sports competition was arranged by Chaplain Crafton and YMCA Director, Jeannine M. Russell.

There were various track and field events—a 100 meter relay, a 100 meter individual race, a 60 meter run, shot putting and the standing long jump. Other contests included rifle target shooting, ping pong and basketball, free-throw games, and soccer. Incidentally, with 183 competitors, track and field had the largest number of players, and with 66, divided into seven teams, soccer was second in popularity.

"Seamen from 30 nations participated in the sports competition," Chaplain Crafton said. And when the games were over, the players celebrated at a May 28 "Victory Dance," which also was held in the SCI Port Newark Center.

The winners took their prizes, and everybody devoured munchies and soft drinks, and had a chance to dance to the tunes spun by a disc jockey.

The overall "champ of the competi-

tion this year was the crew of the Philippine ship "Panama." Sixty-one of the ship's seamen participated, and they accumulated 388.6 points to take the lead.

SCI sent around a van to bring those who were competing to the Center. "Remember, they competed in the games after putting in a full day's work," Barbara Clauson, the Center's Administrator, points out.

"So if testimonials are needed to demonstrate the importance of the sports competition to the seamen whose ships are docked in the New York-New Jersey ports, then we have at least 260 witnesses—the men and women who came to them after work."

Arnold Workman

Annual Report
of
Gifts and Grants
1985



Seamen's Church Institute of NY & NJ
50 Broadway, New York, New York 10004

Message from the Board of Managers

Dear Friends:

On behalf of the Board of Managers, we want to take this opportunity to express our heartfelt thanks to all of our contributors who, through their gifts and grants, help preserve and strengthen the Institute's services to the world's seafarers, both within and without the Greater Port of New York and New Jersey.

For more than a century and a half, the Institute has enjoyed the loyal and generous support of friends all over the United States and the world. We are profoundly grateful for their friendship and their devotion to our mission.

Sincerely,



Alfred Lee Loomis, III
President, Board of Managers

Carolinn M. Macomber

Mrs. John D. Macomber
Vice President, Board of Managers &
Chairman, Development Committee

Summary

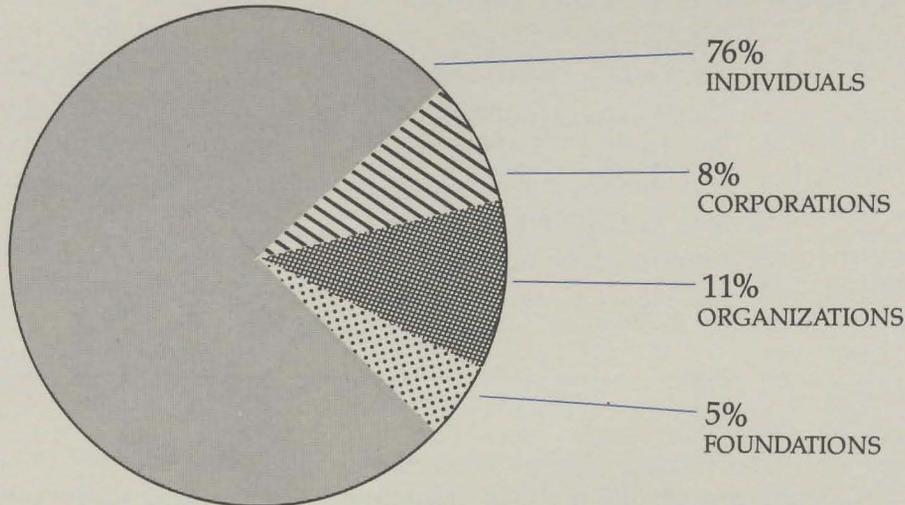
Voluntary Support 1985 Fund Year

At the close of the 1985 fundraising year on December 31, the Institute had received a grand total of \$1,249,688 in gifts and grants in cash and securities.

Total voluntary support includes \$952,113 from individuals, \$66,812 from foundations, \$97,064 from corporations and \$133,699 from organizations. Income from planned gifts, trusts and bequests accounted for some \$833,263 of the contributions received from individuals.

Some \$1,157,458 was contributed in unrestricted gifts; while \$92,230 was restricted to programs and projects.

Sources of Gifts and Grants 1985



Development Committee of the SCI Board of Managers

Mrs. John D. Macomber, *Chairman*
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The Commodore Club and The Flagship Society

Commodore Club

The Commodore Club was established in 1982 by the Board of Managers as a means of recognizing individual contributors who have made gifts to the Institute's work totaling \$10,000 or more.

The Institute welcomed four new members to the club in 1985, bringing the total to twenty.

Members

Mrs. Vincent Astor	Mrs. John D. Macomber
Mrs. F. Sydney Bancroft	Mrs. Ernest N. May
Mr. Edward J. Barber	Mrs. Ward Melville
Mr. George D. Benjamin	Mr. & Mrs. Godwin J. Pelissero
Mr. & Mrs. Edward A. Delman	Mrs. Ralph Pulitzer, Jr.
The Hon. C. Douglas Dillon	Prof. Willis L. M. Reese
Mrs. M. Thompson Greene	Mr. Laurance S. Rockefeller
Mrs. James Stewart Hooker	Mr. Charles E. Saltzman
Mrs. Mabel S. Ingalls	Mrs. Alexander O. Vietor
Mr. Henry C. B. Lindh	Mrs. Orme Wilson

The Flagship Society

The Flagship Society was established to recognize individual contributors who make annual gifts of \$1,000 or more to support the Institute's work. The members of the Flagship Society set the pace for the annual appeal for general support, the means by which the Institute finances its special programs for active seafarers.

Five new members added their names to this important group of supporters in 1985.

Members

Mr. Edward J. Barber	Mrs. Walter E. Morgan, Jr.
Mr. George D. Benjamin	Mr. John P. Nicholson
Mr. & Mrs. Edward A. Delman	Prof. Willis L. M. Reese
Mr. David E. P. Lindh	Mr. Charles E. Saltzman
Mr. Henry C. B. Lindh	Mrs. Alexander O. Vietor
Mr. Alfred Lee Loomis, III	Mr. William E. Whiting
Mrs. John D. Macomber	The Rev. James R. Whittemore
Mr. Thomas L. McLane	Mr. Orme Wilson, Jr.
Mrs. Ward Melville	

The Anchors

The Anchors of the Seamen's Church Institute are those individuals who make annual gifts of \$100 to \$999 toward the support of programs and services for seafarers. In 1985, 182 individuals made gifts in this range. Their contributions help to ensure that the Institute remains secure in its mission to seafarers.

Gold (\$500 - \$999)

Mr. Alfred P. Brooks
Miss Georgiana E. Brooks
Mr. Elbridge T. Gerry, Jr.
Mr. John T. Gilbride
Mr. Thomas W. Gleason
Mrs. Elizabeth S. Hilton
Mr. John C. Jansing

Mr. Niels W. Johnsen
Mr. Eli Korisky
Mr. John J. Mackowski
Mr. Clifford D. Mallory
Mrs. Ernest N. May
Mr. & Mrs. Donald H. Middleton
Mr. Michael B. Northen

Mrs. Margaret S. Nourse
Mr. & Mrs. Julio R. Ossa
The Rev. Robert R. Parks
Mrs. Ralph Pulitzer, Jr.
Mr. W. Stevens Sheppard
Kenneth H. Volk, Esq.
Mr. George S. Zacharkow

Silver (\$250 - \$499)

Miss Florence E. C. Bertsch
Mrs. May W. Brownson
Mrs. John D. Decker
Mr. Lester A. Dutcher
Mr. & Mrs. John V. Farnam
Mr. & Mrs. John C. Hanson
Mr. Carter F. Jones
Mrs. John Kean
Mrs. Margaret N. Lacy

Mr. H. Alfred Langben
Mr. Alexander B. Lyon
Miss Dorothy A. Major
Miss Katharine Matthies
Ms. Mary E. McCall
Mr. Walter C. Mink, Jr.
Mrs. Elinor Henry Myers
Mrs. Helen Scholz

Mr. & Mrs. Allen E. Schumacher
Mr. Alfred J. Seaman
Mr. Paul C. Sheeline
Mr. Jonathan L. Smith
Mrs. Jessie J. Starke
Mrs. Todd Brown Van Wert
Mrs. John Campbell White
Mrs. Mary E. Winn

Bronze (\$100 - \$249)

Mrs. Elizabeth R. Anderson
Mr. John Anderson
Mrs. Letitia P. Annis
Dr. Adams Bailey
Ms. Frances G. Bennett
Richard S. Berry, Esq.
Miss Audrey Teal Betts
Mr. & Mrs. DeGrey R. Bishop
Mr. & Mrs. Jack R. Booth
Mrs. Anne B. Brandebury
Mrs. Irene M. Brodie
Mrs. Constance Tyler Buck
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Col. George G. M. Bull
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Mrs. Helen Buxcel
The Rev. & Mrs. Peter E. Camp
Mrs. Beatrice Campbell
Ms. Edythe S. Clark
Cmdr. & Mrs. George Cole
Mrs. Wilma L. Cooke
Mr. & Mrs. Edgar W. Couper
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Mrs. Eleanor Sparks Davison
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Mr. David W. Devens
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Mr. Charles H. Dyson
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Mr. Charles H. Erhart, Jr.
C. Sims Farr, Esq.
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The Rev. Carl E. Flemister
Mr. & Mrs. David A. Floreen
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Mr. Howland A. Fowler
Miss Mary C. Frazier
Mr. Seth B. French, Jr.
Mr. Vincent E. Gallagher
Mrs. Philip P. Gardiner
Mr. Robert I. Gilbert
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Ms. Marie E. Griffiths
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Mr. Edward F. Jonas
Mr. & Mrs. Daniel L. Jones
Mrs. Elizabeth L. Jones
Dr. Elizabeth A. Keitel
Mr. & Mrs. Thomas V. A. Kelsey
Mr. & Mrs. William D. Labaugh
Mrs. Eleanor Wilcox Laggren
Mr. & Mrs. Keith L. Lane
Mrs. David J. Londoner
Miss Verna M. Long
Mr. Walter Lord
Mrs. Bettina G. Lowerre
Mrs. Alice H. Manahan
Mr. & Mrs. Richard H. Mansfield
The Hon. Anthony D. Marshall
Mr. Hedwig D. Mason
Mrs. Young M. Massey
Mrs. Pruella T. Maxon
Mr. David H. McAlpin
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Mr. Robert A. Robinson
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Miss Louise Sacchi
Mr. Donald Williams Scholle
Mr. Dorrance Sexton
Mr. Robert G. Shanklin
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Mrs. Jocelyn Macy Sloan
Ralph K. Smith, Jr., Esq.
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Mr. & Mrs. Robert A. Streett
Miss M. Carolyn Sturges
Mr. Arthur Thomas Sullivan
Ms. Sallie Fear Swartz
Mr. Peter A. Tcherepnine
Mr. Anthony J. Tozzoli
Mrs. Frank G. Trau
Mrs. Grace E. Van Arsdale
Mr. Franklin E. Vilas
Cmdr. Joseph Wadsworth
Mrs. Mary B. Wagenseller
Ms. Ida Gertrude Walrath
Mr. Richard S. Weber
Mr. & Mrs. John B. Weeth
Mr. Marshall L. Wilcox, Jr.
The Rev. Msgr. James G. Wilders
Mr. D. Carlyle Windley
Mr. Clifford R. Wise
Mr. & Mrs. Joseph J. Yenas
Mrs. Robert S. Zuckerman

Memorials, Bequests and Trusts

Memorials

The Seamen's Church Institute is honored to be the recipient of gifts representing contributions made in memory of friends and loved ones. Each gift is recorded in the Institute's archives to ensure a permanent record.

The funds provided by memorials and legacies are generally used to strengthen the Institute's endowment.

In Memory Of

Hillary Allen
Walter Belinski
Eric Bombe, Sr.
Mrs. Dorothy Brady
Henry H. Bruns
Elsa & William Bunce
Joseph G. Burrough
Elizabeth Butt
Melvin Chapman
E. Hilton Clinch
Ambrose Day
John D. Decker
Capt. G. DeGroot
Samuel Delman
Constance Bullard Dimock
Frank Dyszler
Dr. Kendall Emerson
Thomas Graham
Charles S. Haight
H. E. Higginbotham
Clifford W. Japga
Jesse C. Jessen
James Jewett
Glenn D. Jones
Robert Keenan

Ruth B. Knapp
Albion Fuller Lane
Charles V. Laughlin
Franklyn Hallett Lovell
Martin Maloney
Charles H. Marshall
Marjorie B. McGrath
Charles H. McKinney
Anna M. Miller
G. Montagu Miller
Capt. Rick Miller
Ruth P. Mitchell
George A. Molleson
Mr. & Mrs. Walter G. Nelson
Nils Nilsen
Herbert Parks
John B. Peaty
Lt. Cmdr. Ralph Sims
A. Smith
Elizabeth Spaulding
Mrs. W. L. Sweet
Miss C. Rachel Trowbridge
Amelia Wanamaker
C. A. Weidmann

Bequests and Trusts

In 1985, income from bequests and trusts totaled \$833,263, representing a significant measure of support for the Institute's work.

The Institute is most fortunate to be the beneficiary of these planned gifts. The instruments through which they are made permit our donors to make substantial contributions to the Institute while accruing important tax savings.

Estate of Beatrice C. Allison
Estate of Katharine Beebe
Estate of Ruth Lawrence Briggs
Estate of Emilio J. Calvacca
Estate of Lillian Cox
Estate of John B. Crockett
Estate of Dorothy R. Hayward
Estate of George & Clara Herold
Estate of Elizabeth Jenks
Estate of Max O. Jordan
Estate of Charles S. Keene
Estate of Louise B. Lord
Estate of George Lumsden

Estate of Estelle A. Manning
Estate of Martha Jane McClatchey
Estate of Hannah Seligman Miller
Estate of John A. Morris
Estate of Almond M. Paine
Estate of Louis M. Plansoen
Estate of Charles F. Pope
Estate of Iola C. Rickard
Estate of Thomas B. Rutherford
Estate of Kate B. Sheadle
Estate of Marion Tieman
Estate of Adelene Iola Van Ness

Corporations, Foundations and Organizations

Corporations

In 1985, gifts and grants from corporations provided special support for the Institute's programs in maritime education and training, as well as general support for social services and cultural projects. The Institute values the interest and support of its corporate friends, and seeks, with them, the common goal of a vital maritime industry.

A.T.&T. Communications	Samuel French, Inc.	New England Motor Freight, Inc.
A.T.&T. Technologies	General Foods	Inc.
Acrow Corporation of America	Manufacturing Corp.	New Jersey Bell
American President Companies Foundation	Global Terminal & Container Serv., Inc.	United Technologies-Otis Elevator
American Stock Exchange, Inc.	W.R. Grace & Company	Paine Webber Group, Inc.
Atlantic Container Line	Frank B. Hall & Co. of NY, Inc.	Pamarco Incorporated
Atlantic Richfield Foundation	The Howard Savings Bank	Phillips & Capiello, P.C.
Bank of New York	Hudson Tank Terminals Corp.	Polar Ware Company
Beneficial Management Corp.	Ironbound Manufacturers Assoc.	Port Newark Refrigerated Warehouse
Blue Cross of New Jersey	Fred S. James Company	The Prudential Insurance Co.
Broad National Bank	Johnson & Higgins	Public Service Electric & Gas Co.
A. Burghart Shipping Co., Inc.	The Japanese 5 Lines	M.J. Rudolph Corporation
Burlingham, Underwood & Lord	Krause, Evoy, Logan Funeral Home	Sconset Fisheries 1984, Inc.
Chubb & Son, Inc.	Lansdell Protective Agency	Sea-Land Corporation
Coastwide Marine & Ship Services	Lloyd's Register of Shipping	Seamen's Bank for Savings
Cornell Maritime Press, Inc.	Maersk Line, Ltd.	Henry I. Siegel Company, Inc.
Costa Line Cargo	Maher Terminals	St. James Hospital
Ernst & Whinney	Mobil Shipping & Transportation Co.	Stone & Webster, Inc.
Essex Cement Company	Motorships, Inc.	Stoney-Mueller, Inc.
Exxon Company, USA	Mutual Benefit Life	Texaco Services, Inc.
Farrell Lines, Inc.	National Community Bank of NJ	Todd Shipyards Corporation
First Fidelity Bank	The National State Bank	Touche Ross and Company
First Jersey National Bank		United States Lines, Inc.
Fischbach Corporation		Western Industries, Inc.
Foreign Auto Preparation Serv., Inc.		

Foundations

We gratefully acknowledge the support received in 1985 from the following foundations.

The Acorn Foundation	Judson Baptist Association
J. Aron Charitable Foundation	The Life Saving Benevolent Association
The Vincent Astor Foundation	The Loomis Foundation
Beauclair Foundation Trust	James A. Macdonald Foundation
Howard Russell Butler Trust	The Mandeville Foundation, Inc.
Constans-Culver Foundation	Military Sealift Command Atlantic
The Arthur M. & Olga T. Eisig—Arthur M. & Kate E. Tode Foundation	Emil Mosbacher, Jr. Foundation
The Ganlee Fund	The New York Community Trust
Gibbs Brothers Foundation	The Rudin Foundation
Herman Goldman Foundation	St. James Church, NYC
Hamilton Roddis Foundation, Inc.	J.P. Stevens & Co. Foundation
Inverclyde Bequest Fund	Trinity Grants Board
	The Westland Foundation

Organizations & Associations

It is with gratitude and pleasure that we acknowledge the 1985 contributions of the following organizations and associations.

AARP, Sea Isle City	I.L.A. Local Union 1478-2
Amicabillae Society	M.E.B.A. Atlantic Coast
Apostleship of the Sea	Port Authority of New York & New Jersey
Farmers Enterprise Grange #165	The Rudder Club
German Seamen's Mission	Ruth Missionary Society
The Fund/Greater Newark Chamber of Commerce	Seamen & International Center
Greater New York Fund (United Way)	Seamen's Church Institute of Philadelphia
Intl. Longshoremen's Assoc.	St. Martha's Guild
I.L.A. Local 1233	Staten Island Association of SCI
I.L.A. Local Union 1235	United Seamen's Service
	US Merchant Marine Academy, Officers' Wives Club

Parishes and Ships

Parishes

Parishes across the country responded enthusiastically in 1985 to the call for assistance for seafarers.

Through gifts and grants, knitting and volunteer work, parishes show their commitment to our programs addressing the needs of seafarers. Please let us know if you would like to add your church's name to our list.

- All Saints Cathedral Albany, NY
All Saints Church, ECW All Saints
Parish Guild Lakewood, NJ
ECW, All Saints Church New York, NY
All Saints Episcopal Church,
Women's Guild Aliquippa, PA
Alpha Baptist Church Livonia, MI
American Baptist Churches,
National Ministries Valley Forge, PA
Bethany Presbyterian Church Bloomfield, NJ
Calvary Episcopal Church,
Women of Calvary Summit, NJ
The Women of Calvary, Holy Communion
St. George's New York, NY
Cason United Methodist Church . Delray Beach, FL
Cathedral of the Incarnation Garden City, NY
Central Baptist Church,
Women's Society Westerly, RI
Christ Church Bethlehem, CT
Christ Church, ECW Redding Ridge, CT
Christ Church, ECW Easton, MD
Christ Church St. Michael's, MD
Christ Church Hackensack, NJ
Christ Church, Women's Guild Ridgewood, NJ
Christ Church, Women's Guild Short Hills, NJ
Christ Church Toms River, NJ
Christ Church Forestport, NY
Christ Church, Women's Auxiliary . Cincinnati, OH
Christ Church Tarrytown, NY
Christ Church of Ramapo Suffern, NY
Christ Episcopal Church,
St. Margaret's Guild Charlottesville, VA
Church of the
Annunciation, ECW Oradell, NJ
Church of the Ascension Merrill, WI
Church of the Ascension Mt. Vernon, NY
Church of the Ascension New York, NY
Church of the Epiphany Southbury, CT
Church of the Epiphany Newport, NH
Church of the Evergreens Moorestown, NJ
Church of the Good Shepherd Tequesta, FL
Church of the Good Shepherd ... Binghamton, NY
Church of the Good Shepherd Buffalo, NY
Church of the Good Shepherd,
St. Martha's Guild Newburgh, NY
Church of the Good Shepherd Pittsburgh, PA
Church of the Heavenly Rest New York, NY
Women of the Holy Apostles Ft. Worth, TX
Church of the Holy Cross Tryon, NC
Church of the Holy Innocents West Orange, NJ
Church of the Incarnation New York, NY
Church of the Incarnation,
Lodge Chapter Dallas, TX
Church of the Nativity,
Chancel Guild Lewiston, ID
Church of the Nativity Brooklyn, NY
Church of the Redeemer, ECW Addison, NY
Church of the Regeneration,
Women's Society Pine Plains, NY
Church of the Resurrection Oswego, NY
Church of the Transfiguration,
St. Lydia's Guild Freeport, NY
Church Women United North Palm Beach, FL
Church Women United Cleveland, OH
Diocese of Connecticut, ECW Uncasville, CT
Diocese of Long Island, ECW .. East Elmhurst, NY
Diocese of Long Island Garden City, NY
Diocese of New York New York, NY
Diocese of Newark, ECW Newark, NJ
Diocese of Ohio Cleveland, OH
Diocese of Oklahoma, ECW Tulsa, OK
Diocese of Southern Virginia, ECW ... Norfolk, VA
Emmanuel Church, Women of
Emmanuel Church Chestertown, MD
Fairmount Presbyterian Church,
Fairmount Guild Cleveland, OH
First Baptist Church
Mission Society Hillsboro, IL
First Baptist Church Paola, IL
First Baptist Church, ABW Rolla, IL
First Parish Church,
Women's Mission Club York, ME
First Presbyterian Church Cooperstown, NY
First United Presbyterian Church Jupiter, FL
Grace Church, ECW Old Saybrook, CT
Grace Church, Extra Mile
Committee Madison, NJ
Grace Church Orange, NJ
Grace Church Cherry Valley, NY
Grace Church Massapequa, NY
Grace Church Brooklyn, NY
Grace Church Nyack, NY
Grace Church, ECW Waynesville, NC
Grace Episcopal Church
Women's Chapter Rutherford, NJ
Grace—St. Paul's Church Trenton, NJ
Grace—St. Paul's Church, ECW Mercerville, NJ
Grace Church Societies Jamaica, NY
Grace Church, ECW Linden, NJ
Grand River Baptist Church Livonia, MI
Great Kills Moravian Church ... Staten Island, NY
Great Rivers Region, ABW Gurnee, IL
Holy Cross Perth Amboy, NJ
Sisterhood of the Holy Nativity .. Fond Du Lac, WI
Holy Trinity Church,
Women of Holy Trinity Middletown, CT

Parishes

(Continued)

- Holy Trinity Church.....West Orange, NJ
Holy Trinity Church, Church Women
of Holy Trinity.....Oxford, MD
Holy Trinity Church.....Valley Stream, NY
Holy Trinity Episcopal Church,
St. Mary's Guild.....Delair, NJ
Lake Avenue Baptist Church,
Women's Society.....Rochester, NY
Montclair Heights Church,
Women's Guild.....Upper Montclair, NJ
Ogden Hillcrest United
Methodist Church.....Binghamton, NY
Park Street Baptist Church,
Women's Mission Society.....Pittsfield, NH
Penfield Baptist Church,
Fidelis Society.....Penfield, NY
St. Agnes Church.....Little Falls, NJ
St. Alban's Episcopal
Church, ECW.....Cleveland Hts., OH
St. Andrew's Church, ECW.....Meriden, CT
St. Andrew's Church, ECW.....Church Hill, MD
St. Andrew's Episcopal Church.....Stillwater, OK
St. Andrew's Episcopal Church,
ECW.....Staten Island, NY
St. Ann's Episcopal Church,
Women of St. Ann's.....Afton, NY
St. Augustine's Church.....Asbury Park, NJ
St. Barnabas Church,
St. Barnabas Guild.....De Land, FL
St. Bartholomew's Church.....New York, NY
St. Bernard's Church.....Bernardsville, NJ
St. David's Church, Women of
St. Davids.....Feeding Hills, MA
St. Eustace Church, Women of
St. Eustace Church.....Lake Placid, NY
St. George's Church, ECW.....Riviera Beach, FL
St. George's Church,
Church Service League.....Flushing, NY
St. George's Parish, St. George's
Brotherhood, Inc.....Flushing, NY
St. James Church.....New York, NY
St. James Church, ECW.....New London, CT
St. James Church.....Ridgefield, NJ
St. James Church, ECW.....West Hartford, CT
St. James Church.....Long Beach, NY
St. James, ECW.....Birmingham, MI
St. James Church.....Woodstock, VT
St. James Church,
Women's Auxiliary.....Elmhurst, NY
St. James Church,
Women of St. James.....Skaneateles, NY
St. James Church, ECW.....Upper Montclair, NJ
Ch. of St. James the Less, Women of
St. James the Less.....Scarsdale, NY
St. James Church.....Bristol, CT
St. John's Church, Day Branch ECW..Yonkers, NY
St. John's Episcopal Church.....Hartford, CT
St. John's Episcopal Church, The Women
of St. John's.....West Hartford, CT
St. John's Church.....Stamford, CT
St. John's Episcopal Church, Women of
St. John's.....Chevy Chase, MD
St. John's Episcopal Church.....Ozone Park, NY
St. John's Church, Women's Guild...Elizabeth, NJ
St. John's Church.....Boonton, NJ
St. John's Church, ECW.....Montclair, NJ
St. John's Church, St. John's
Service Guild.....Ramsey, NJ
St. John's Church.....Ogdensburg, NY
St. John's Episcopal
Church, ECW.....Somerville, NJ
St. John's Church, ECW.....Odessa, NY
St. John's Episcopal Church.....Minneapolis, MN
St. John's Episcopal Church, ECW...Ellenville, NY
St. John's Episcopal Church.....Dover, NJ
St. John's Episcopal Church, ECW...Flushing, NY
St. John's Church, ECW.....Oneida, NY
St. John in the Wilderness.....Flat Rock, NC
St. John's in the Wilderness, The Women
of St. John's.....White Bear Lake, MN
St. Jude's Episcopal Church, St. Jude's
Guild.....Franklin, NJ
St. Luke's Church.....East Hampton, NY
St. Luke's Church,
St. Ann's Guild.....Huntington, NY
St. Luke's Episcopal Church,
St. Luke's Churchwomen.....Montclair, NJ
St. Luke's Church,
St. Martha's Guild.....Cambridge, NY
St. Luke's Episcopal Church,
ECW.....So. Glastonbury, CT
St. Luke's Church.....Rochester, NH
St. Luke's Church.....Chester Depot, VT
St. Mark's Church,
St. Elizabeth Guild.....New Britain, CT
St. Mark's Church.....Erie, PA
St. Mark's Episcopal
Church.....Palm Bch. Gardens, FL
St. Mark's Episcopal Church, St. Mark's
Parish Guild.....Teaneck, NJ
St. Mark's Episcopal Church.....West Orange, NJ
St. Mark's Episcopal Church, St. Mark's
Women's Guild.....Port Leyden, NY
St. Mark's Church,
Woman's Auxiliary.....Halifax, NC
St. Mark's Episcopal Church, Women of
St. Mark's.....New Britain, CT
St. Mary's Episcopal Church, The Women of
St. Mary's.....Staten Island, NY
St. Mary's Church, Women of
St. Mary's.....Cold Spring, NY
St. Matthew's Church, ECW.....Toledo, OH
St. Matthew's Church,
Women's Auxiliary.....Homestead, PA
St. Michael's Church.....Litchfield, CT
St. Michael's Church.....Wall Township, NJ
St. Paul's Church, Christian
Stewardship Fund.....Woodbury, CT
St. Paul's Church.....Morris Plains, NJ
St. Paul's Church.....East Orange, NJ
St. Paul's Church, ECW.....Westfield, NJ
St. Paul's Church.....New Haven, CT
St. Paul's Church, ECW.....Troy, NY
St. Paul's Church.....Woodbridge, NJ

Parishes

(Continued)

St. Paul's Church	No. Kingston, RI	St. Thomas Episcopal Church, ECW	Redbank, N.J.
St. Paul's Church	Poughkeepsie, NY	St. Thomas Episcopal Church	Hanover, NH
St. Paul's Church	Englewood, NJ	St. Thomas Church, Amenia	
St. Paul's Church, Women of		Union, ECW	Wassaic, NY
St. Paul's	Watertown, NY	St. Thomas Church, ECW	Rutherford, NJ
St. Paul's Church, St. Margaret's		Trinity Cathedral	Newark, NJ
Rector's Aid Soc.	Paterson, NJ	Trinity Cathedral Auxiliary	Pittsburgh, PA
St. Paul's Church	Cleveland Hts., OH	Trinity Church	Irvington, NJ
St. Paul's Church, Women of		Trinity Church	Branford, CT
St. Paul's	No. Arlington, NJ	Trinity Church	Lime Rock, CT
St. Paul's Episcopal Church	Petersburg, VA	Trinity Church, ECW	Lakeville, CT
St. Paul's Episcopal Church,		Trinity Church,	Claremont, NH
St. Paul's Guild	Altus, OK	Trinity Church	Paterson, NJ
St. Paul's Episcopal Church, St. Paul's		Trinity Episcopal Church,	
Church Women	Rochester, NY	The Women's Guild	Red Bank, NJ
St. Paul's Episcopal Society,		Trinity Church	New York, NY
Outreach Committee	Riverside, CT	Trinity Church, ECW	New Rochelle, NY
St. Peter's Church, ECW	Salem, MA	Trinity Church	Fishkill, NY
St. Peter's Episcopal Church,		Trinity Church, ECW	Northport, NY
St. Margaret's Guild	Clifton, NJ	Trinity Church, ECW	Kearney, NJ
St. Peter's Episcopal Church, ECW	Butler, PA	Trinity Episcopal Church, Women of	
St. Peter's Church	Sheridan, WY	Trinity Church	Elmira, NY
St. Peter's Episcopal Church, The Women		Trinity Episcopal Church,	
of St. Peter's	Poolesville, MD	St. Catherine's Guild	Tulsa, OK
Women of St. Philip's	Laurel, DE	Trinity-St. John's Church	Hewlett, NY
The Women of St. Philip's Church	Brevard, NC	Union Church, Union ECW	Claremont, NH
St. Stephen's Church	Wilkinsburg, PA	Zion Church, The Women's Guild	
St. Stephens P.E. Church, ECW	Jersey City, NJ	of Zion Church	Douglaston, NY

Ships

Each year, ships' crews make significant gifts to the Institute in recognition of the efforts we expend on their behalf. We are honored by these gifts and grateful for the generosity and goodwill they represent.

AES Express	Sea-Land Express	USNS Hayes
American Pioneer	Sea-Land St. Louis	USNS Kane
Export Patriot	SS American Trader	USNS Lynch
Exxon Charleston	SS Argonaut	USNS Mohawk
MV Barber Priam	SS Blue Ridge	USNS Redstone
MV Borinquen	SS Export Freedom	USNS Rigel
MV Phillips Venezuela	SS Pittsburgh	USNS Saturn
MV Sea-Land Pacer	SS San Juan	USNS Sirius
MV Venture	USNS Bowditch	USNS Waccamaw
Sea Venture	USNS Dutton	USNS Wilkes

Maritime Friends of Seamen's Church Institute, Inc.

A group of maritime and maritime related corporations and individuals united in an annual effort to raise funds for the Institute in support of its many services to seafarers. In 1985, the Maritime Friends made a grant of \$20,099.

The Seamen's Church Institute is fortunate to have these special friends and gratefully acknowledges their annual support.

1985 Corporate Members

Altamar Corporation	Global Terminal & Container Serv., Inc.	Moller Steamship Co., Inc.
American Bureau of Shipping	Great Lakes Dredge & Dock Co.	E. Molstad & Company, Inc.
American Hull Insurance Syndicate	Greenwich Marine, Inc.	Moran Towing and Transportation Co., Inc.
The Atlantic Companies	Gulf & Eastern SS and Chart. Corp.	New York Marine Managers, Inc.
Atlantic Bank of New York	Frank B. Hall & Co. of NY, Inc.	New York Navigation Co., Inc.
Atlantic Container Line	J. J. Henry Company, Inc.	New York Shipping Association
Barber Steamship Lines, Inc.	Hill, Betts & Nash	Portwide Cargo Securing Co.
Brauner, Baron, Rosenzweig, Kligler, Sparber & Bauman	Hill, Rivkins, Carey, Loesberg, O'Brien & Mulroy	M. Rosenblatt & Son, Inc.
J. M. Bringslid Associates	Howard Publications, Inc.	M. J. Rudolph Corp.
Burlingham, Underwood & Lord	Intercontinent Chartering Corp.	Scio Shipping, Inc.
Caddell Dry Dock and Repair Co.	International Terminal Operating Co., Inc.	Seapac Services, Inc.
Central Gulf Lines, Inc.	Interocean Management Corp.	Skaarup Shipping Corp.
Containership Agency, Inc.	Kersten Shipping Agency, Inc.	Symmers, Fish & Warner
Curtis Bay Towing Co.	Lunham & Reeve, Inc.	Tabak & Mellusi
Dick Dunphy Adv. Specialties	Maritime Assoc. of the Port of NY	Tomlinson Refrigeration & Supply Co.
Donovan, Maloof, Walsh & Kennedy	James P. McAllister Associates	Topside Shipping, Inc.
Downtown-Lower Manhattan Assn.	McRoberts Protective Agency	Towboat & Harbor Carriers Assn. of NY/NJ
Louis Dreyfus Corp.	Miral Marine Corp.	Trans Freight Lines, Inc.
East Coast Overseas Corp.	Mobil Shipping & Transportation Co.	Transportation Data, Inc.
Edjo Marine, Inc.	William B. Mollard, Inc.	Union Dry Dock & Repair Co.
Evergreen Marine Corp. (NY) Ltd.		United States Lines, Inc.
Freehill Hogan & Mahar		C. F. Wiborg & Co.

1985 Individual Members

Capt. Hendrik J. Aldershof	Mr. Nicholas J. Healy	Mr. Richard Paddon
Mr. James D. Byrne	Mr. & Mrs. Sven Juul	Mr. William E. Peters
Mr. James C. Clarke	Mr. Marshall P. Keating	Mr. Thomas J. Smith
Mr. Joseph M. Costello	Mr. John T. Knepper	Mr. David W. Swanson
Mr. Robert J. Daniels	Mr. Edwin K. Linen	Mr. Maarten van Hengel
Mr. Lester A. Dutcher	Mr. George P. Livanos	Mr. John R. Walbridge
Mr. Gerard C. Ekedal	Mr. John J. Loflin	Mr. William Warner
Mr. Henry E. Froebel	Mr. Michael B. Northen	Mr. Alexander H. Whitman
Mr. John T. Gilbride	William J. O'Brien, Esq.	

Giving To The Institute

You may be able to contribute more to the Institute than you realize. Current tax laws encourage generous gifts by providing significant tax incentives. The net cost of a gift to the Institute will be less in almost every case than the dollar amount of your contribution.

Cash

The simplest form of gift to SCI is cash. Gifts of cash are deductible for Federal income tax purposes up to a maximum of 50% of your adjusted gross income in any given year. Any excess may be carried forward and deducted, subject to the same 50% limitation, in the next five taxable years until such excess has been fully deducted.

Securities

A gift of securities enables you to take a charitable deduction on your income tax return equivalent to the full market value of the securities. A gift of appreciated securities is of considerable tax advantage to you and allows you to avoid the tax on capital gains, which you would pay if you were to sell the securities. Generally, your deduction in any one year for the full market value of a gift of appreciated securities may not exceed 30% of your adjusted gross income. Any excess may be carried over and deducted, subject to the same 30% limitation, in the next five years until the excess has been fully deducted.

Real Estate

Real property including land, buildings, or leaseholds are welcomed. Gifts of appreciated real estate follow the same general guidelines as those gifts of appreciated securities. Should you wish to retain the use of a personal residence during your lifetime, income and estate tax benefits can be realized by deeding such real estate to SCI while retaining a life interest.

Life Insurance

If you no longer need the protection of a life insurance policy, you may irrevocably transfer ownership of the policy to SCI. You will be entitled to a charitable deduction equivalent approximately to the policy's cash surrender value. There are other options that can be advantageous to you regarding: 1. payment of premiums on policies; 2. fully paid insurance policies; 3. taking out a new insurance policy naming SCI as owner and sole beneficiary.

Retained Life Income Gifts

You may make a gift to SCI now but continue to receive income from these assets. Money, securities (or in some cases other property) can be transferred irrevocably to a trustee and a specified annuity (or a percentage of principal value) will be paid each year to you and/or another beneficiary you name. After the death of the last income recipient, the principal belongs to SCI. A retained life income gift ordinarily has both income tax and estate tax advantages for you. Because these gifts (which are set up as trust funds—either in the form of a unitrust or annuity trust) are separately invested, a minimum gift of \$50,000 is required to allow for adequate investment diversification.

Bequests

An outright bequest to SCI, as well as certain bequests in trust will reduce your Federal estate tax. An unrestricted bequest, one in which you enable SCI to add to its endowment or to expend in whole or in part as it judges best might read:

"I give _____(dollars) to Seamen's Church Institute of New York and New Jersey, a New York Corporation having its principal office at 50 Broadway, New York, N.Y. 10004, for the general purpose of said Institute."

There are also a number of other forms that a bequest may take including: 1. a residuary bequest (share or percentage of any residual estate after specific bequests have been satisfied) 2. a contingent bequest (provision which becomes effective only if some condition is not met such as a spouse or child surviving you) 3. a charitable testamentary trust (assets bequeathed are to a trust which provides both for individuals and for SCI).

Book of Remembrance

Personal or memorial gifts of \$36,500 or more also entitle the donor to a special page in the Institute's Book of Remembrance. This handcrafted, beautifully illuminated book is retained in the Institute's chapel and allows the donor to reserve a special memorial Red Letter Day in perpetuity. That memorial day is exclusive to the donor and the reserved page is inscribed with your commemorative message.

Memorial Gifts

Memorial gifts of any amount are also gratefully received. These names are also retained in a special book and at the donor's request appropriate members of the family are notified of the gift.

Living Honor Gifts

A thoughtful way to remember friends and relatives (and have them remember you) on birthdays, anniversaries and other special occasions. We will acknowledge your gift with an attractive card to the Honoree and send you a receipt for your records.

For Additional Information

We welcome the opportunity to talk with you or your advisors about ways in which you might make a gift to the Institute. Please write or call: John D. Bradley, Director of Development, Seamen's Church Institute of New York and New Jersey, 50 Broadway, New York, N.Y. 10004. Telephone: 212/269-2710.

Summary of Services/1985



New York

- 1,575**
American and foreign ships visited one or more times. (Brooklyn, Staten Island, Manhattan)
- 20,650**
Magazines placed aboard ships in NY port.
- 2,625**
Seafarers transported by Institute vehicles.
- 3,370**
Seafarers used Club at 50 Broadway.
- 10,205**
Seafarers used lounge at Passenger Ship Terminal (April-October)
- 9,771**
Overseas telephone calls placed for seafarers.
- 3,221**
Seafarers used 50 Broadway Postal Service as home address.
- 574**
Seafarers enrolled in SCI's Maritime Training Division (Radar 334; Deck 86; Engine 44; Special Courses 110).
- 8,015**
Christmas-at-Sea packages placed aboard ships.
- 197**
Religious services held.
- 1,674**
Pastoral interviews.

New Jersey

- 2,803**
American and foreign ships visited one or more times.
- 29,319**
Magazines placed aboard ships in NJ ports
- 7,345**
Seafarers transported by Institute vehicles.
- 20,052**
Seafarers used Port Newark Center.
- 655**
Average number of port workers used Port Newark Seafarers' Center per week.
- 5,535**
Overseas telephone calls placed for seafarers.
- 1,102**
Seafarers used sports field
- 235**
Religious services held in the Center.
- 766**
Pastoral Interviews.
- 14,775**
Letters and postcards mailed for seafarers.

New York & New Jersey

Countries Represented by Seafarers calling on the Port of New York and New Jersey.

- | | |
|--------------------|---------------------------|
| Algeria | Korea |
| Argentina | Kuwait |
| Bahamas | Liberia |
| Bangladesh | Mexico |
| Belgium | Nicaragua |
| Brazil | Norway |
| Canada | Pakistan |
| Cayman Islands | Panama |
| Chile | Peoples Republic of China |
| Columbia | Peru |
| Costa Rica | Philippines |
| Denmark | Poland |
| Dominican Republic | Portugal |
| Ecuador | Quatar |
| Egypt | Saudi Arabia |
| Finland | South Africa |
| France | Spain |
| Germany | Sweden |
| Ghana | Switzerland |
| Greece | Taiwan |
| Guatemala | Turkey |
| Guyana | USSR |
| Holland | United Kingdom |
| Honduras | United States |
| Iceland | Vanuatu |
| India | Venezuela |
| Iraq | West Africa |
| Israel | West Indies |
| Italy | Yugoslavia |
| Japan | |
| Kiribati | |

SCI's Telephone Center Helps Seafarers Stay In Touch

SCI's telephone center for seafarers in the West Side Manhattan Passenger Terminal at 55th Street is approaching the point where it needs additional space, equipment and staff, according to a recent report from the Institute's Director, the Rev. James R. Whittemore.

Data on the use of the facility bears this out. Just look at some of the numbers.

In the 68 days the Center was open between March and November last year, 10,200 seafarers used the facility to place nearly 9,800 calls.

In August of 1985, there was peak usage of the telephone center, when nearly 1,800 seamen placed 1,900 calls.

Currently, SCI's telephone center is located in a 12 by 15 foot room containing seven phones, five in cubicles which offer some privacy, and two other phones on a table. The room is made available, courtesy of the Port Authority of NY & NJ, who owns and operates the passenger ship terminal.

The Center is staffed by at least three people, according to Barbara Clauson, who oversees the program. In June of this year, it was open three days a week—Wednesday, Saturday and Sunday. In July, the facility was open four days a week because a cruise ship, pulled from its Mediterranean run when terrorist activity heated up, was added to the ships going to Bermuda with a stop at New York. The telephone center, available to all seafarers from all ships, is being used more and more and its usage is expected to continue to rise, Mrs. Clauson judged.

"When the cruise season is under way from March through November, SCI's telephone center may well place a thousand calls in a given weekend for harried seafarers who are short of time and who likely would have a language problem."



Mela Marco (above) and ship visitor Fred Edwards (below) are among the Institute's staff who help hundreds of seamen place overseas calls home every weekend.

SCI judges that during the cruise season there are more seafarers on the passenger ships berthed at the terminal on any given weekend than there are within the rest of the Port for an entire week. Cruise ship crews range from 100 to 700 per ship and there are usually four to six vessels on a given weekend.

One of the main reasons the Institute started to operate the telephone center beginning a few years ago, can be expressed very simply:

"Unless the crew-members have some help, passenger-ship seafarers might not be able to find the time to call home," Mrs. Clauson explains.

But there are other cogent issues, too, she notes because "the telephone center is a way of fulfilling several of

SCI's reasons for being: When seamen come here from a foreign land, the helping-hands of SCI's telephone-center staff say, 'Welcome.' The staff not only provides language assistance, if it is needed, but gives the seamen any available rate discounts. And, because the calls are placed by an operator at the central switchboard, there is no problem with change."

Continuing, Mrs. Clauson says that, in addition, if there are any shipboard problems or if a seamen needs personal assistance and his ship is departing in a few hours, SCI personnel are there to help.

"The time factor is a critical one for seafarers who have been away from home for months and want to keep in touch with family and loved ones via phone," Mrs. Clauson says.

"Time is money for ship owners," she explains, "and when a passenger ship docks it often is not in port for more than eight hours or so. Moreover, the new group of cruiseline passengers are probably allowed to board within six hours from time of arrival." "Meanwhile," she points out, "the state rooms have to be cleaned and made up for the guests, the public areas have to be shined, the ship must be restocked, and sometimes repairs have to be made."

By the time the crew has completed its work, Mrs. Clauson says, the ship may be just about ready to leave. "The telephone center obviously facilitates the act of calling home."

The longest phone call placed through the Center, Mrs. Clauson noted, was made by an Italian seaman who spoke for 25 minutes. Cost? Forty-nine dollars . . . relatively inexpensive for an international call.

"Actually," she said, "Italian seamen probably are the biggest users of the telephone center, with Latin Americans running a close second."

Arnold Workman

Port State Control Conference Draws International Maritime Community



Among those participating in the conference were Francis Wolf, Legal Adviser and Assistant Director-General, International Labor Office; Philip J. Loree, Chairman, Federation of American Controlled Shipping; Thomas A. Mensah, Assistant Secretary General, International Maritime Organization and Talmage E. Simpkins, Executive Director, AFL/CIO Maritime Committee.

By most counts, the Port State Control Conference sponsored in the spring by the Center for Seafarers' Rights of the Seamen's Church Institute has to be reckoned as a success.

The three-day Conference marked a breakthrough for improved implementation of shipboard living and working regulations because it was the "first" time such a meeting was held in the United States on the port state control issue.

It drew 85 delegates, including a number of maritime industry leaders from a dozen major seafaring nations.

In addition, one of the Conference's stated purposes was to help create a favorable climate for US ratification of the International Labor Organization's Minimum Standards Convention 147, and during the final session of the meeting, the delegates unanimously passed a resolution urging US endorsement of Convention 147.

Reflecting the basic international ties of the port state control issue, 20 percent of the delegates to the Conference came from abroad or represented US-based foreign institutions. And 20 percent were port chaplains, who are daily exposed to the abuses suffered by seafarers from many lands working on merchant ships bearing varied registries and docking at ports the chaplains serve.

Chaired by the Institute's Director, the Rev. James R. Whittemore, the strong Conference delegate turnout included representatives from the "major players" in the maritime community—owners, unions and governments.

The speakers and the delegates were drawn both from the European and American maritime communities, and the conference provided a platform for a broad-based review of the significance and impact of port state control—as it was meant to. Moreover,

the Conference discussions were reported in the Lloyd's List, the Journal of Commerce, and other trade journals.

The international meeting was held just before the Senate Foreign Relations Committee was scheduled to consider ratification of the International Labor Organization's Minimum Standards Convention 147, and the delegates heard ratification support by Philip J. Loree, Chairman of the Federation of American Controlled Shipping, an American ship owners' group. As well, Congressman Mario Biaggi, Chairman of the House Subcommittee on Merchant Marine, told the Conference participants that he would urge the Senate to seriously consider ratification of the ILO Convention. "ILO Convention 147 may prove to be a valuable tool to stop the horrible abuses we know exist" in living and working conditions of seamen aboard some ships.

According to Paul Chapman, Director of the Center for Seafarers' Rights, the conference had focused the attention of government and private industry maritime officials in the US as well as world-wide on the importance of protecting the shipboard living and working conditions of seamen by implementing port state control—one of the key maritime issues of the day.

Noting that the concept and application of port state control is significantly extended by the ILO Convention 147, Dr. Chapman explained that there was general agreement among the speakers and participants that the Convention would generally benefit the maritime industry and especially the seafarers.

In addition to Messrs. Loree, Biaggi and Chapman, five other speakers—from Europe and the US—addressed the Conference. The discussions of the European speakers were especially germane, Dr. Chapman said, because they represent countries which have several



*At left:
Admiral William Ray (L) introduces
Congressman Mario Biaggi, Chairman of the
US Subcommittee on Merchant Marine and
Fisheries.*

*At right:
Paul K. Chapman, Director, Center for
Seafarers' Rights and Henk E. Huibers,
Deputy Secretary, Secretariat Memorandum of
Understanding on Port State Control.*

years experience enforcing Convention 147 and otherwise trying to eliminate substandard shipping from using ports of the European Community.

Dr. Francis Wolf, Legal Advisor and Assistant Director-General of the International Labour Office in Geneva, Switzerland, reported that the 19 nations and Hong Kong which have already ratified Convention 147 represent 55% of the world's shipping business.

Capt. Henk E. Huibers, representing 14 European Community nations that have adopted the Memorandum of Understanding (MOU) on Port State Control designed to fight substandard shipping, cited the activities of signatories to the memo.

Capt. Huibers, who is Deputy Secretary of the Secretariat set up by the MOU nations, explained that in a little more than three years after July 1982 when the memo was adapted, 35,000 inspections were carried out on 25,000 ships. As a result, 1,300 ships

were detained because of serious safety deficiencies.

Another speaker, Dr. Thomas A. Mensah, Assistant Secretary General of the International Maritime Organization, London, explained that his organization "insists on port state jurisdiction as a complement to flag state jurisdiction" because implementation of international safety standards requires reasonable assurance that "ships can not get away with contraventions merely because of where they choose to register and operate."

A former Chairman of the IMO Legal Committee and President of Liberian Services, Inc., Dr. Frank L. Wiswall, emphasized that port state control is needed to implement safety and anti-pollution regulations. Dr. Wiswall warned about the dangers of politicizing the port state control mechanism, and the use of it by a country to deal with perceived unfair competition.

Arnold Workman

Volunteers Make the Difference

With a Santa-like twinkle in her eyes, Patricia A. Jones, Coordinator of the Seamen's Church Institute's "Christmas-at-Sea" program points out, "I guess I have the biggest staff of any person at SCI."

And nobody at SCI's Manhattan headquarters would dispute the diminutive, softspoken Mrs. Jones on her estimate.

Her staff, after all, comprises some 3,000 volunteer knitters and packagers. The knitters make up 200 groups and they are in every state of the Union.

Last year, Mrs. Jones said, the knitters created 16,000 handmade scarves, watchcaps and sweaters, which became the centerpieces of more than 8,000 Christmas gift packages that were distributed to seafarers who were at sea away from home on Christmas Day, 1985.

For all the volunteers, the work involved obviously is a labor of love, Mrs. Jones said, and if there is a formula for the success of the Christmas-at-Sea program it's a combination of several factors: the personal contact SCI establishes to build the volunteer corps, the opportunities the knitters groups create for socializing; and, perhaps most importantly, the fact that the participants derive a good feeling from doing something for others.

"It is one of the most loved of all programs sponsored by the Institute," she added.

As coordinator of the program, Mrs. Jones (better known as Pat) helps keep the spark of personal contact alive. In talks and letters, she encourages the volunteers and thanks them. She supervises the distribution of patterns and yarn from which the knitted clothing is made. Her department also organized at least two lunches a year for volunteers.

This past April, volunteers from the New York-New Jersey area were



Pat Jones explains how the volunteer Christmas-at-Sea program works to guests attending an SCI Open House.



Pat Jones (standing) and the "Tuesday group" assemble stationery kits for Christmas-at-Sea

honored at a luncheon held in the Downtown Athletic Club and they heard the Rev. James R. Whittemore explain how various Christian maritime agencies around the world work together to better the lives of seafarers.

Pat also maintains ongoing liason with the volunteers via a newsletter in which the Institute lauds the most "nimble of the knitters." When invited, she travels to and addresses church and other groups of volunteers, explaining not only the Christmas-at-Sea program but, with the help of a carousel of slides, the overall work of SCI as friend and advocate of the world's seafarers.

Recently, at 9:30 a.m. when the temperature in Manhattan was beginning to climb to the 80's, a dozen or so

women, after bidding Pat a cheery "good morning," gathered in the large Volunteer Room of the SCI headquarters to assemble the gifts that will be distributed this year. They are among the 300 volunteers who come to SCI to make up the gift packages that include stationery kits, for which they even assemble un-assembled ball point pens plus numerous other items. They write and sign the greeting cards that are placed in each package. They inspect the garments, wrap the other gifts and even start the packaging.

Their spirit is such that many volunteers are daughters of women who brought them into the volunteer group.

"Would you believe, we get letters from volunteer knitters thanking us for letting them participate in our Christmas-at-Sea program?" Pat asks in wonder.

"I could weep when I read these letters," she says. "Imagine, they thank us!"

The gratitude though, is a well-traveled street, because SCI also gets even more letters each year from the seamen who receive the presents.

While it is reasonable to assume that most of the volunteer groups are from coastal areas, others such as the Trinity Church Volunteer knitters in Elmira, NY—hardly a port town—have been for years among the most prolific producers of scarves, caps and sweaters for Christmas-at-Sea.

That is why only a short while ago Pat was in Pittsburgh, more than 500 miles inland, urging a large group of Episcopal Church Women to give their time, energy and skill to a Christmas program for seamen in the Atlantic, Pacific and other oceans. The ECW from the diocese of Pittsburgh already had several Christmas-at-Sea knitting groups. Shortly after Pat spoke, there were two more added to the effort.

Arnold Workman

Helping Seamen 'Connect To Society'

"My ministry gets to the heart, the one-on-one basics of what SCI is all about," Chaplain Regine Harding observes, "because I deal on a daily basis with seamen who are alone, who ask for help and often are just badly in need of someone to talk to.

"Sometimes they've just come out of a hospital and are depressed and anxious. Some are what social scientists call 'marginal people' living on the edge of society. They've always been at sea, have no family to come home to, and have not made retirement plans."

The Rev. Harding, who works in the Institute's department of Pastoral and Social Services, points out that by its very nature, the seafaring profession does little to help seafarers build a stable family life or prepare them for retirement ashore.

"That's why pastoral counseling has been at the heart of the Institute's services," Chaplain Harding observes. On the average, she judges, about 50 seamen a month come to her office for counseling.

"When seamen come ashore, when their time for shipping out is over," Chaplain Harding says, "many find it difficult to connect to society, and that's when my office can help."

Continuing, she explains that often their problems are practical—where to find an apartment in a city where there are thousands of homeless; where to get money for food when checks are lost or delayed in the mail; or how to find a job that might employ the skills acquired during years at sea, but which might not be applicable ashore.

"And there always are one or two catch-22 problems," the SCI Chaplain points out, "such as the seamen who can't get a job until he pays his union dues, and can't pay the dues until he gets a job; or the retiree who needs welfare to help him with rent payments, but can't get welfare until he has an address."



Chaplain Harding

"We try to help those with housing problems through our referral resources," Chaplain Harding explains. "And SCI is able to help solve short-term financial problems via its credit bureau. Interestingly, at least 75% of those who borrow from the Bureau pay back."

For the longer term, if the beached seafarer wants and is able to work, SCI will try to help him or her find vocational training. "This approach," she noted, "represents one of the new initiatives we are implementing as part of pastoral counseling. Another is increased assistance in the housing area."

Chaplain Harding suggests that the work of her ministry at the Institute can be boiled down to referrals for medical, employment, housing and

legal problems; credit assistance via SCI's credit bureau; being present in the seafarers' club just outside her office, and counseling for personal problems and concerns.

"Pastoral counseling for personal problems probably is the most difficult aspect of our work," the Rev. Harding explained. "In this area we deal especially with the lonely and those who have not been able to create a meaningful life for themselves ashore. For them, we provide the compassion they need to even begin to adjust, and on the practical side, we try to work with them and see that they are referred to the social agencies that can best help them resolve some of their problems."

Arnold Workman

Cetus

I contemplate the flood, yet hope to hope
(A flickering lamp of sperm oil in the dark)
Yes, hope against the coming tidal wave,
While knowing how the scarcity of whales
Will make uncertain new supplies for lights.
The flame, now faltering, threatened by the gales
Of murky maledictions in the steep
And murderous wind, still makes its mark
On night, will not go out, but seeks to cope
With forces well beyond its power to stave.
I count on unseen whales in soundless flights
Through skies of silent canyons in the deep
To hold the precious fluid for our lights,
To help us to renew our hope to hope.

Warren H. Davis, Jr.

Afterlights

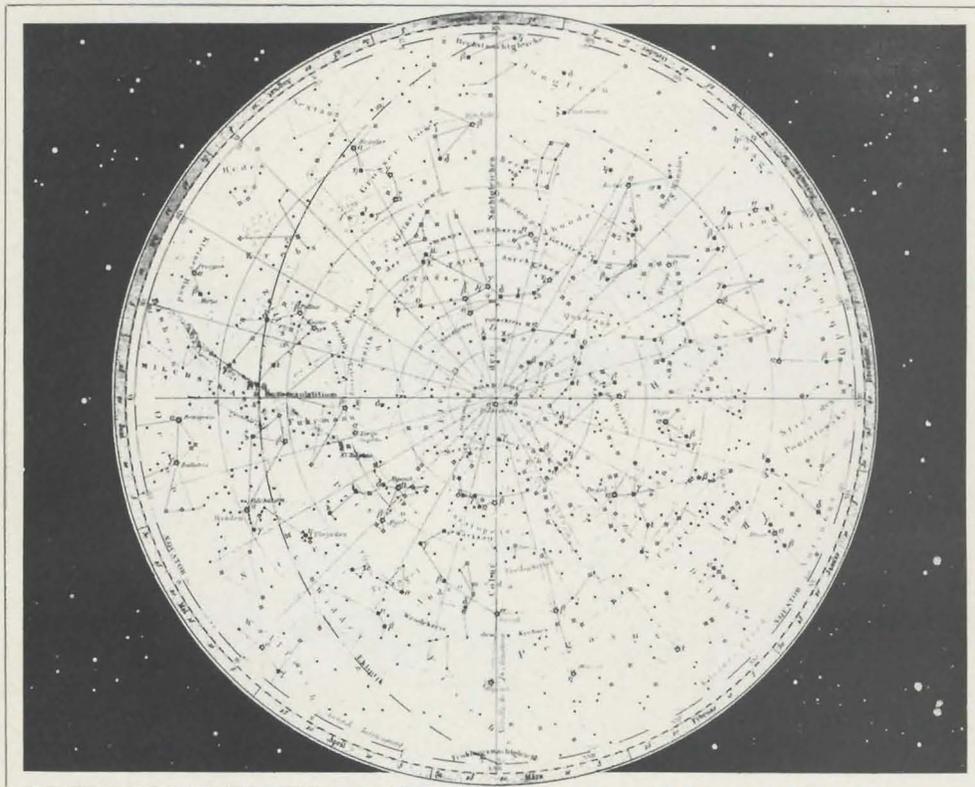
My nights are lived in afterlights
of stars long since moved on to other places;
the navigation of my ship depends
on spots in space now really dark.

Afterward I see what burned there.
I set my sail as if by present skies,
yet it is yesterday that sends
the light that shines and never ends.

We all set our separate quadrant sights,
but our regatta races all, all
to the past light of the central star,
the axis of the skies, still silver shining there.

Warren H. Davis, Jr.

*The Reverend Warren H. Davis, Jr.
was once chaplain of our sister agency,
the Seamen's Church Institute, Philadelphia, PA.
He is presently Rector of
Saint Christopher's Church, Gladwyne, PA.*



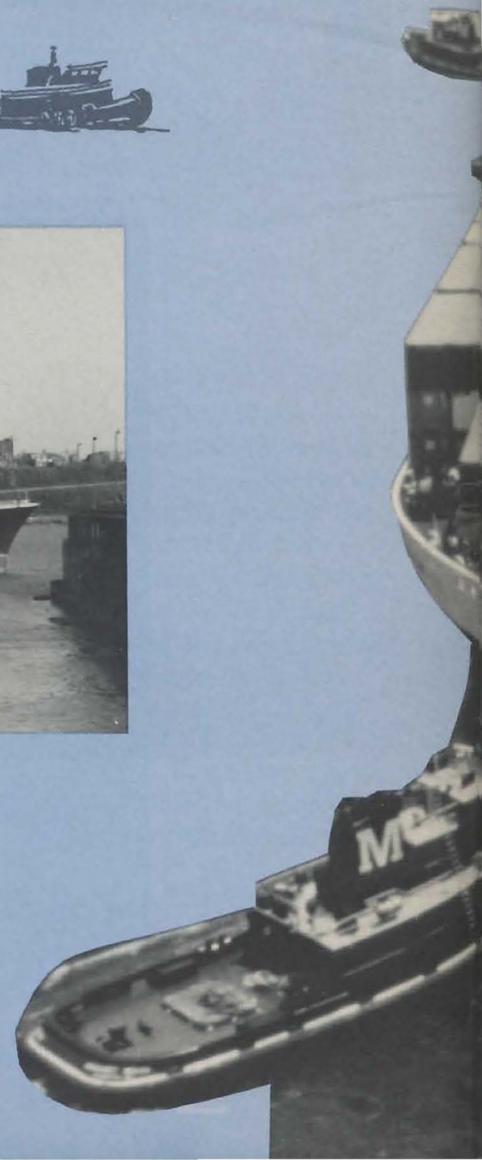
Tugboats are perhaps the most familiar vessels in the port family. They are squat, powerful workhorses that symbolize the strength and vitality of our port operations. Today, new generation tugs are being built to do bigger jobs than ever before—long-haul towing, ocean rescue, offshore operations. In this picture essay, however, we salute tugboats in their traditional, multifaceted role around the harbor.



The arrival and departure of luxury cruise ships in New York harbor takes place with the assistance and guidance of tugs. Here the QE2 makes its way into the harbor following an ocean crossing.

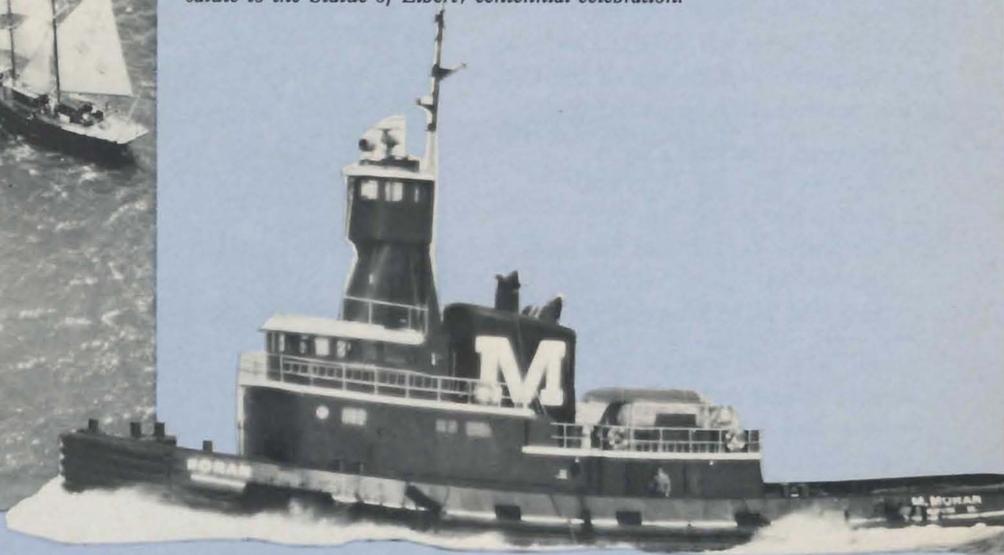


A new generation of containerships is calling at the Port of New York and New Jersey and using the services of the harbor's tug fleet. The US Lines 950-foot long American New York, which represents this new breed, is the largest containership in the world and with its sister ships will inaugurate a new round the world service by the line.





Greeting and escorting vessels into port is a tradition of tugs. Last summer the ASGARD II, a sail-training brigantine flying the tri-colors of the Republic of Ireland, visited New York as part of its maiden voyage. The tug Margot Moran joined US Coast Guard vessels in welcoming ASGARD II to New York. She returned to New York harbor to join the fleet in the OpSail '86 salute to the Statue of Liberty centennial celebration.



Five tugs were required to move this 700 foot-long floating drydock across New York harbor from a berth in Jersey City, New Jersey to a new location in Brooklyn, New York.



When the USS Independence visited New York harbor last year, four tugs held the aircraft carrier on station at its anchorage near the Statue of Liberty.

SEA NOTES

PORT MARITIME DAY

As New York City's Mayor Koch expressed in his May 22nd proclamation, National Maritime Day is an important event in the life of the City. In his proclamation he noted that . . .

National Maritime Day is observed on May 22nd each year to honor the American Merchant Marine and the men and women of our merchant fleet who have served their country in peace and in war.

Throughout American history, New York has been one of the great ports in the world. The maritime industry has played a major role in making New York the commercial and financial center of the United States with thousands of jobs generated by port activities contributing to our city's economic vitality.

Because May 22nd is the anniversary of the first trans-Atlantic voyage by a steamship in 1819, it is a fitting day to recognize the importance of the merchant marine to our city and our nation.

Now, therefore, I, Edward I. Koch, Mayor of the City of New York, do hereby proclaim May 22, 1986, to be

'MARITIME DAY'

in New York City, and commend all participants in maritime commerce for the important role they play in the lives of all New Yorkers.

This year's Maritime Day program was held aboard a Circle Line vessel stationed just off Liberty Island. In addition to paying tribute to the Statue of Liberty and hearing various presentations, those attending also shared in an ecumenical Memorial Service for Seafarers. Seamen's Church Institute's Director, the Reverend James R. Whittemore, led the service assisted by Maritime Day Chairman, Captain Robert E. Hart and representatives of



1986 Maritime Day Memorial Service.

(Pictured left to right)

Rear Admiral Paul Krinsky, Asst. Supt., Kings Point; R. F. Schamann, Vice President, East Coast MEBA District #1; James P. McAllister, National Maritime Historical Society; The Reverend James R. Whittemore, Director, Seamen's Church Institute of NY & NJ; Shannon Wall, President, National Maritime Union of NA; Captain Robert E. Hart, President, Marine Index Bureau & Chairman, Maritime Day Program; Leon Hall, Vice President, Seafarers International Union; Dr. C.Y. Chen, Chairman, Energy Transportation Corp. and Bruno J. Augenti, Trustee, United Seamen's Service.

maritime government, labor and management.

COMMISSIONER HUERTA



International Trade and Commerce for New York City.

Since taking office in March 1986, Commissioner Huerta's first order of business has been completing the transition of the 'old' Department of Ports and Terminals into the new Department of Ports, International Trade and Commerce. An expert in international trade and development, he will oversee the design and implementation of trade and export promotion programs on behalf of business/government partnerships for the City.

The day's honored guest and principal speaker was the Honorable Michael P. Huerta, the recently appointed Commissioner of Ports,

Prior to accepting his current job, Commissioner Huerta was an international development consultant for Coopers and Lybrand where his last assignment was principal consultant in economic development to the Government, and Chamber of Commerce of St. Kitts and Nevis.

In his new position as Commissioner, he has accepted the Seamen's Church Institute's invitation to serve as an ex-officio member of the Board of Managers.

SICKLY FISHING LICENSE PLAN PUT OUT OF MISERY

"It is an ill-conceived, ill-considered and ill-advised approach to raising taxes."

Leaving little room for interpretation, the Chairman of the House Merchant Marine and Fisheries Committee, Walter B. Jones (D-NC) and 19 Committee Members fired off this description of a proposal to charge salt water fishermen a minimum \$10 federal license fee.

The Jones letter was delivered to House Budget Committee Chairman, William Gray, June 26 in a successful attempt to eliminate the proposal from the Conference Report on the FY87 Budget Resolution.

"From the beginning, this plan had the odor of a dead carp that had basked in the August sun. For a week. Its deletion from the budget Conference Report makes good sense and I am gratified that the Members of the Conference Committee responded to the recommendations we made," stated Chairman Jones.

The Jones letter detailed objections to the plan which originated with President Reagan's budget recommendations as a "major policy initiative." The Administration assumed that the charge would raise \$30 million in FY87, \$40 million FY88, and \$50 million annually thereafter.

The Subcommittee on Oversight and Investigations, also chaired by Congressman Jones, held a hearing on the plan on June 19, 1986.

"The hearing showed that there is absolutely no support for the President's proposal from the Members of Congress who attended the hearing, the States that would have to implement, administer, and enforce the measure, and from the commercial and

sportfishing interests affected by the proposal if it were implemented. Apart from the Administration witnesses, there was not one person or organization who endorsed the idea during the three hour hearing," the Jones letter explained.

Among the specific points also made in the Jones letter were

- Six months have passed since the proposal was made but the inability to develop draft legislation shows how poorly thought out the proposal actually is."
- Even the lead Administration witness agreed that this so-called "user fee" is not based on sound fishery conservation and management principles "but is merely another way to raise taxes on a select group of individuals—who, as it happens, paid over \$150 million in FY85 in the form of federal excise taxes on sportfishing equipment and as part of the 9 cents per gallon federal tax on motorboat fuels."
- The cost of enforcement may exceed the revenue generated. "The US Coast Guard is already underfunded and overburdened with tasks and duties. An Administration witness admitted that

the entire enforcement branch of the National Marine Fisheries service could not adequately enforce the measure in even one state, let alone in all of our coastal states."

CRYSTAL SHIP

The world's largest glass sculpture, an eleven-foot long, 440 pound crystal 'ship' is being shown for the first time in America at the Kosta Boda showrooms in New York City.

Created by the celebrated Swedish artist, Bertil Vallien, this giant glass ship is an eerie and compelling work.

Named the *Pompeja*, after a vessel from the artist's childhood, the work appears as though it is a sunken ship retrieved from an ancient primal sea. Its rough finished hull bears remnants of portholes and the face of a man. Its clear, water-like crystal interior is filled with other strange forms which seem to have accidentally drifted there from earlier times.

Following its showing at Kosta Boda on lower Fifth Avenue, this mysterious ship is scheduled to be shown at #2 World Trade Center in lower Manhattan. It will then be exhibited on the West Coast prior to touring Australia and Europe. If the opportunity arrives, this ship is well worth a visit.

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