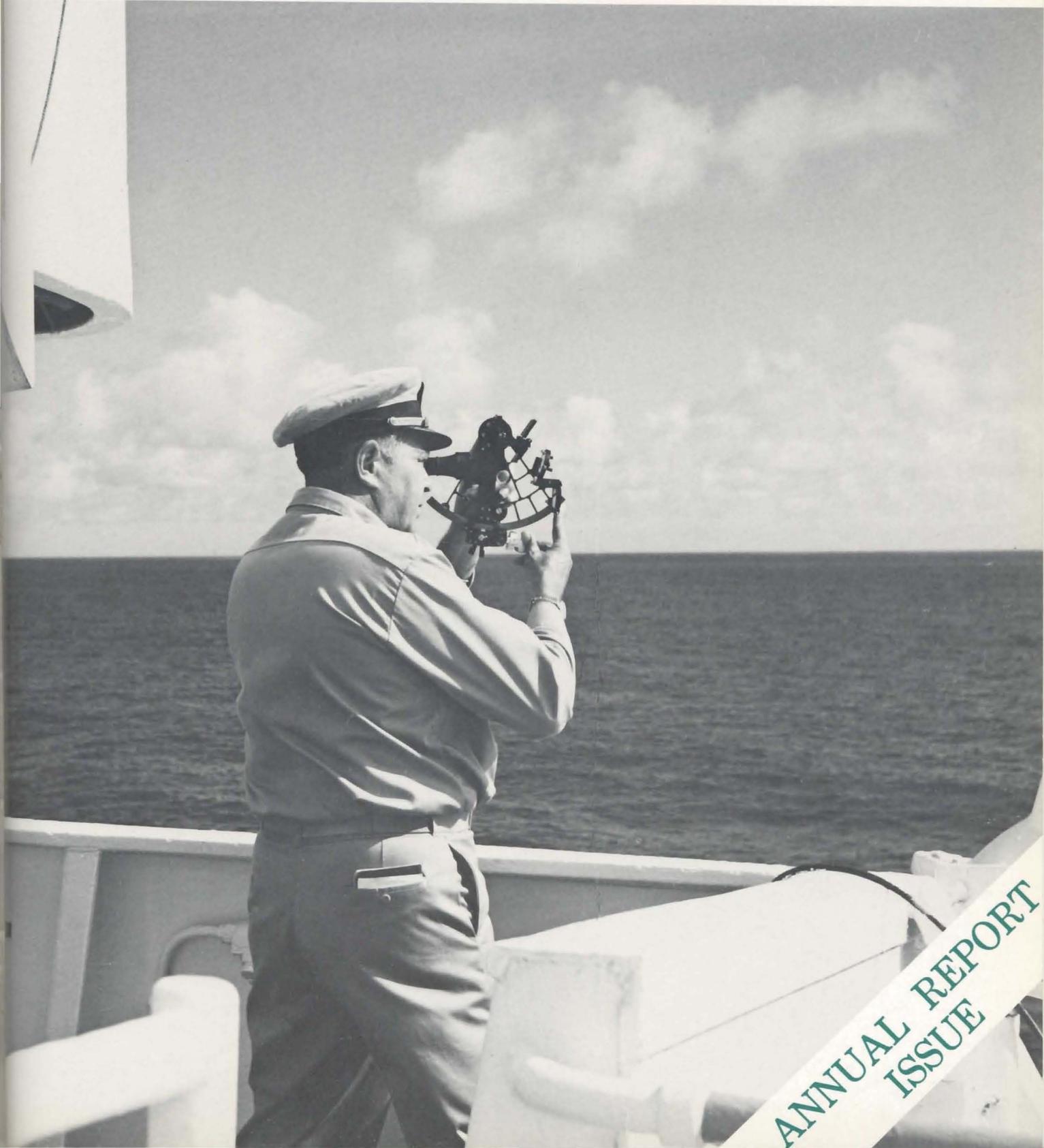


The LOOKOUT

AUGUST-SEPTEMBER 1984



ANNUAL REPORT
ISSUE

Editor's Note:

One hundred and fifty years is a pretty good while to be around. So it's with some modest sense of pride that we include the Institute's 150th Annual Report in this issue. As the Director's message in the report indicates, the Institute's ability to survive and thrive over the years has been due in great measure to its capability to respond to the changing needs of seafarers; and to anticipate and adapt to change, itself. Even at this writing, plans are underway to relocate the Manhattan headquarters to another facility in Lower Manhattan. One that will be better suited to the seafarers' needs of today and tomorrow. But more about that in the next issue.

Other articles in this issue attempt to keep you up-to-date on some of our various programs while also keeping in touch with our historical precedents of service. The poetry selected seemed appropriate to the season.

As always, we welcome your comments.

A handwritten signature in cursive script, reading "Carlyle Windley". The signature is written in dark ink and is positioned above the printed name and title.

Carlyle Windley
Editor

The LOOKOUT

Volume 76 Number 2

AUGUST-SEPTEMBER 1984

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2

Volunteers Bring Special Touch

Locally and across the nation, thousands of volunteers help the Institute carry out its work. Staff members tell how much volunteers mean to the Institute's programs and volunteers tell why their work has special meaning to them.



6

Maritime Friends of SCI

Executives from the maritime community launch the Institute's 150th anniversary celebration and honor Mrs. Vincent Astor at their eighth annual gala dinner.



8

150th Annual Report of the Seamen's Church Institute

In addition to summarizing the Institute's work, this year's annual report lists donor club memberships.



23

The Center for Seafarers' Rights

As the Center for Seafarers' Rights work gains momentum, this new division adds an outstanding attorney to its staff and expands its operations.



25

A Moment in History

Maritime journalist John Bunker describes the life of the seafaring apprentices of the 1890's—early 1900's and the Institute's special programs for them.



4 Summer Seminarians

5 Recommended Reading

28 Poetry

Cover photo:
Gwenn Boardman Petersen

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

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Volunteers Bring Special Touch to Work of the Institute

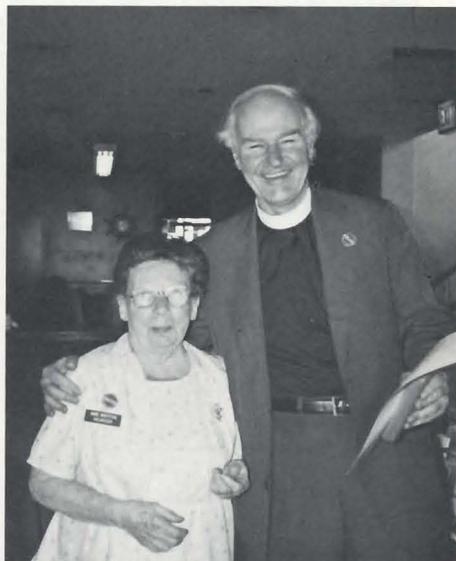
According to the dictionary, a volunteer is someone who offers himself for service when there is no obligation to do so, willingly and without pay. The corps of volunteers who staff the information desk, act as hosts and hostesses, work in the Seafarers' Mail Service and knit the hats, scarves, gloves, socks and sweaters for the Christmas-at-Sea program, could be the models upon which that definition was fashioned.

Seven days a week volunteers at the Seamen's Church Institute's New York and Port Newark centers as well as the hundreds of pairs of hands knitting in homes around the country do these things and more to bridge the isolation and reduce the unfamiliarity of place and language that is common in the lives of today's seafarer.

Father Neale Secor, Port Missioner for New Jersey at the Port Newark center says the 20-25 regular volunteers who work there are simply people who like the feeling that comes from helping others. "Their work has a holistic character," Father Secor observed. "They are men and women who enjoy meeting people from different social, cultural and ethnic backgrounds and who want to provide the human interaction that breaks through the loneliness of sea-going life."

The primary work for volunteers at the Port Newark center involves acting as hosts and hostesses during weekly live entertainment shows and twice-monthly dances. Other volunteers help seamen place the 3-4,000 overseas telephone calls a year made by seamen to their families at the telephones in the center.

The information desk at Port Newark is also run by volunteers, who answer questions, give directions and help seamen find anything from the name of a doctor to a place to go shopping for a particular item. "Recently, we helped a seaman from Peru, who didn't speak English, locate relatives who live in Albany, New York so they could get together for a reunion," Father Secor said. "A lot of what the volunteers do at the information desk, and all around



Father Jim Whittemore, Institute director, presents volunteer, Anne Griffiths a certificate and award for her many hours spent staffing the 15 State St. information desk.

the center, is to put people in touch with things they need and don't know how to find if they have never been here before, don't have much time ashore and don't speak the language very well.

"In addition to their duties as hosts and hostesses, volunteers with talent as singers and instrumentalists are asked to use those talents to perform during our live entertainment nights."

Like their colleagues in New Jersey, the volunteers at the New York center serve as hosts and hostesses at the Seamen's Club and at dances, work at the information desk and help in placing phone calls home; but with a wider range of services underway in New York, volunteers are also needed in other areas.

Pat Jones, who organizes the volunteer effort in New York, says one of their most important roles is to keep the Seafarers' Mail Service going. "We collect and hold mail for seamen who use the Institute as a mailing address . . . for six months or longer," Mrs. Jones said. "The mail service is operated by staff member Bridget Bean and volunteers and is one of the most important things we do. After all, if the seamen don't receive the mail we handle, they may be gone again for months and not hear from the loved ones who mean so much to them."

On weekends, volunteers and Institute ship visitors manage a small club at the Passenger Ship Terminal at West 46th Street, where in addition to helping place telephone calls, they serve coffee and doughnuts and chat with the seamen. "With the quick turn-around so common with passenger ships today," Mrs. Jones continued, "the crew can't go anywhere in the city and they really appreciate the companionship and the break from their routine that the club and the volunteers offer them." Volunteers also help staff the Joseph Conrad Library at the Institute's headquarters in New York, where seafarers can find a wide range of newspapers, magazines and books for pleasure reading as well as books related directly to courses they may be taking at the Institute's maritime training division.

Right next to the "post office", a large room with plenty of tables and shelves for storage and packing is the home of the "Christmas-at-Sea" program. "Work on Christmas-at-Sea begins on December 26 and continues right through the year," says Mrs. Jones, "and it is certainly our largest volunteer program in terms of the geographical distribution of participants."

The knitters enlisted in the Christmas effort are diverse in background and age, as well as geography, but they are united in making a great effort in the service of others they never expect to see. The oldest is Ella H. Johnson, who lives with her sister Miriam H. Fuller, who is also a knitter, in California. In a note Mrs. Jones received recently, Mrs. Johnson asked her to ignore some slight imperfections that might be found in the items she sent in respect to her age—which is 101 years old!

Mrs. Harriet Murphy leads a group affiliated with Trinity Church in Elmira, New York that year after year is the most productive knitting group. Mrs. Murphy reports that their work comes from a wide area. "Our network grew very big by word of mouth. We have 15-20 knitters from the Sayre-Athens, Pennsylvania area, a group from the



Some of the knitters at the Actors Fund Home in Englewood, New Jersey preview the watchcaps and scarves they will soon be sending to the Institute for its Annual Christmas-at-Sea program.



Seafarers and Volunteers make Dance Night at SCI/NJ a swinging affair.

Bethany Center, a home for the elderly, as well as people from church groups throughout the city of Elmira and its environs, for a total of about 40 people." Mrs. Murphy has to do very little recruiting to keep the knitted items coming. "For the most part, people see others knitting, find out what it is for and contact me about getting involved. I think many of the knitters are just pleased to be using their skills to help others," Mrs. Murphy continued. "We

have one blind knitter who produces excellent work."

For Mrs. Murphy, the spontaneous interest that exists in knitting for the Institute confirms the basic good nature of people. "It is just a pleasure to realize how much people want to help one another."

In addition to knitting, the volunteers who live close to the New York center come into town to help put together the many items contained in each

package for seamen and later prepare the gift packages themselves. Miss Florence Abbott, who is affiliated with Trinity Church in Paterson, New Jersey, leads a group of about 20 knitters in to the Institute for a busy day of packing each fall. "We enjoy the day at the Institute so much. Doing this work gives you such a worthwhile feeling. I think I speak for everybody when I say it makes us so happy to do something good for someone else."

Mrs. June Moffat organizes the knitting activities of the Diocese of Long Island, which includes the counties of Nassau, Suffolk, Queens and Brooklyn. She believes many of the volunteers become involved because of a very sentimental feeling about Christmas. "Doing something good for someone whom you don't know and who will never know you is a beautiful action that has special meaning at Christmas."

As she speaks to groups about the Christmas-at-Sea knitting, Mrs. Moffat likes to quote from letters the Institute receives from seafarers who wish to thank their anonymous benefactors. "The letters are fantastic. Through them the knitters know that the feeling of joy they have in giving their time and effort is matched by the joy the seafarers feel in being remembered at Christmas."

No matter how many volunteers are already at work in New York, Port Newark and around the country, the Institute welcomes all those who wish to join. Father Secor says the volunteers themselves are the best recruiters. "A volunteer brings along a friend and they can see by the expressions on the faces of the seafarers how much their service means. Of course, there is much the volunteer gains for him or herself from the experience of working at the center," Father Secor continued. "There are sometimes unexpected side benefits as well, such as the recent wedding of one of our hostesses to a Greek sailor, which is only one of several romances that have blossomed in our midst."

• • •

Although the major funding for the volunteer Christmas-at-Sea program is from the Institute's operating budget, the program also receives direct support from hundreds of individuals and church groups throughout the US and from various corporations via grants and gifts-in-kind. Among these are Fravessi-Lamont, Inc., Avon Products, Inc. and its Avon Products, Inc. Foundation, Needlecraft Corporation of America, Inc., Mobil Shipping and Transportation, Inc., The Sands Hotel and Casino and the Claridge Hotel and Casino of Atlantic City.

Summer Seminarians Gain Insight Into Life of the Seafarer

“We bring hospitality, assistance and advocacy to the seafarers we meet” is how Regine Harding described her role and that of Steven Fox and Betsy Howard who took part in the Seamen's Church Institute's Summer Seminarian Program. In return for these efforts, the trio says they have had a chance to examine their thoughts and feelings about the meaning of pastoral service and how to pursue it in the future.

As ship visitors, Fox, Harding and Howard brought news of SCI activities, books and magazines, an opportunity to arrange to go ashore to visit SCI centers in New York and Port Newark and information about the rights of seafarers contained in brochures that have been translated into many of the languages now common among people at sea. They also got a chance to break through the isolation that affects so many sailors. “The people we visited have been very hospitable. They sensed we are offering friendship, even if just for a short time, and they really opened up,” Ms. Howard said. Mrs. Harding agreed. “Since for many of the seamen there is no time anymore to get off the ship, it was very important for them to have people to talk with about their feelings and frustrations or just to share stories about their families and work.” Mrs. Harding also felt that by exposing the seafarers to information on their rights, the group was aiding seamen in a new and different way. “The work of seafarers isolates them from their families and their communities and forces an interdependence among the crew members. Knowing about their rights and duties gives the seafarers a strength and security.”

Providing the seamen with access to telephones for calls home was one of the most mutually satisfying activities the seminarians undertook. “For many of these seamen this may have been their only opportunity to call home during an entire tour of duty,” Mr. Fox said. Besides bringing the seamen to



(L to R) Seminarians Regine Harding, Betsy Howard and Steven Fox meet with their supervisor Dr. Paul Chapman (C) to review and reflect upon their work.

the New York Passenger Ship Terminal on West 46th, where a small telephone room is set up, the threesome helped the seamen negotiate the intricacies of the cheaper direct dialing system and the matter of having the right denominations of US currency.

The importance of these calls was illustrated to Mrs. Harding in the reactions of one Greek crew. “They were so tense and nervous from the buildup of work and homesickness before the calls, but one could feel all that slip away after they completed their calls home and were going back to the ship. However, one seaman wanted to call his wife again because in his anxiety to talk with her and find out about his family, they had spent most of the time yelling at one another and he wanted to call and make up.”

The summer's experiences has given each of the trio a new view of seafarers and the nature of their life and work. “My romantic notions of seafaring have fallen away,” Mrs. Harding said. “It is still dangerous work that separates you from your normal world and is especially hard on some third world seamen, who are working and living in substandard conditions.”

But Mrs. Harding continued, “It was inspiring to talk with many seamen who expressed a sense of mission and a feel for the adventure that is still a part

of the sea-going life.”

For Mr. Fox, who received a master's degree in divinity and was ordained this June, being part of the program deepened his understanding of what it means to serve other people. “My interest has been in the interface between psychology and religion. As a result of talking with seamen, I have found a new truth to the mandate to find Christ in the people around us, especially the poor and the needy in a context I had never experienced before. It has deepened my understanding of faith and the possibilities of response to loneliness in the fellowship of people.”

Mrs. Harding, who also completed her seminary studies this June, came to the program seeking more practical experience outside a parish. She found that her work with seafarers reinforced her belief that she will seek a non-traditional church position in the future. “In my view of the ministry,” Mrs. Harding related, “the church should not protect itself from the world behind parish walls, but should seek out the world by moving into the workplace. This work did just that and it was very exciting.”

Unlike the others, Ms. Howard, who has worked as a graphic artist in children's museums and as a public relations assistant for the Bolivian Methodist Church, will be entering Union Theological Seminary in the fall to begin her studies. But she too, found her view of seafarers and the maritime industry changed by her work at the Institute. “It deepened my respect and understanding for the maritime industry and its place in the world economy, as well as giving me a sense of identification with the joys and problems of seafarers.”

They all agreed it had been a challenging, enlightening and entirely rewarding summer.

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The Summer Seminarian Program at the Institute is made possible by a grant from the Diocese of New York.

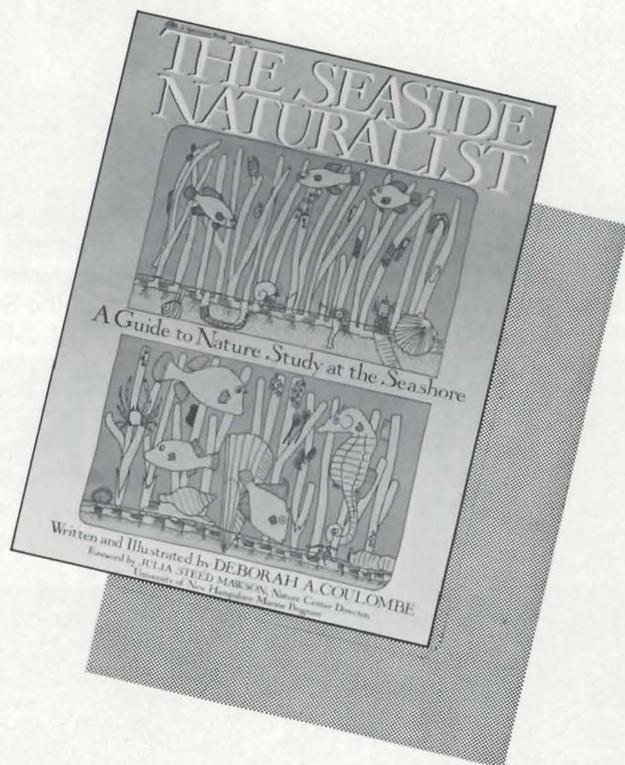
Recommended Reading

THE SEASIDE NATURALIST: A GUIDE TO NATURE STUDY AT THE SEASHORE

by *Deborah A. Coulombe*
Prentice-Hall, Inc.
Englewood Cliffs, NJ
Paperback, Illustrated
241 pages, \$12.95 in USA
ISBN 0-13-797242-3 (pbk.)

The Seaside Naturalist provides a wealth of information about marine biology that will help any beachgoer or amateur marine biologist to a better understanding of the Atlantic coastal marine environment. The text is supplemented with simple drawings, charts, a glossary and a question and answer section that will make the book a delightful companion for beachcombers who have ever needed a field guide for their explorations.

This book is available from Prentice-Hall, Inc., General Publishing Division, Special Sales, Englewood Cliffs, NJ, 07632.



CAREERS IN THE UNITED STATES MERCHANT MARINE

CAREERS IN THE UNITED STATES MERCHANT MARINE

by *Gwenn Boardman Petersen*
Lodestar Books, E.P. Dutton, Inc.
New York, NY
Hardcover, Illustrated
173 pages, \$12.95 in USA
ISBN 0-525-66910-8

Although she often reminds readers that there are many more prospective seafarers than there are jobs in today's US merchant marine, Gwenn Boardman Petersen recognizes that the seafaring life still has strong attractions for young and old alike. For those who are considering a career at sea, Mrs. Petersen has written a primer on the jobs found aboard ship and the requirements in terms of education and experience one needs to get them.

Mrs. Petersen takes the reader aboard a cargo vessel from the American President Lines and uses it as a model for other ships usually found in the US Merchant Marine. With her own warnings about the difficulty in finding steady work for young seamen in mind, the book provides a unique and comprehensive look at today's life at sea.

This book is available from the publisher, E.P. Dutton, Inc., 2 Park Avenue, New York, NY 10016.

Maritime Friends of SCI Honor a Special Friend and Launch the Institute's 150th Anniversary Year

The eighth annual dinner of the Maritime Friends of Seamen's Church Institute was a gala celebration of SCI's 150th Anniversary held on June 19 at the Ballroom of Windows on The World.

The festivities were highlighted by the presentation of the Maritime Friends' silvered Ship's Bell Award to Mrs. Vincent Astor who was honored for her leadership in encouraging foundation, corporate and individual

support for New York City's major institutions and for her many years of personal interest in and support of the work of the Seamen's Church Institute.

John J. (Mike) Mackowski, President of The Atlantic Companies and the evening's Dinner Chairman, presided and Conrad H.C. Everhard, President of Dart Container Line, Inc., welcomed the guests on behalf of the evening's Honorary Chairman, C.C. Tung of Maritime Industries Agencies, Inc. who

was unable to attend because of prior business commitments in Singapore.

SCI Director, The Rev. James R. Whittemore and The Hon. Anthony D. Marshall, President of the Institute's Board of Managers, delivered the evening's keynote addresses which focused on the history, tradition and future plans of the Institute as it marked its first century and a half of service to seafarers of all nations.



Mrs. Astor accepts the Maritime Friends' Ship's Bell Award from Dinner Chairman Mike Mackowski.



*Photos, clockwise from top left:
The Rev. James R. Whittemore and Mrs. Whittemore cut SCI's 150th Anniversary cake.*

The Marquis Puppets entertain the guests with sea stories and chanties.

SCI's 150th Anniversary cake is decorated with a replica of the Institute's first floating chapel.

Eric Guy deSpirlet, President of the Maritime Friends, presents Father Neale Secor, SCI's Port Missioner for New Jersey, with the keys to a new van—the group's anniversary gift to the Institute.

Mrs. Mathilde Cuomo, wife of New York Governor Mario Cuomo, brings greetings and anniversary congratulations on behalf of the Governor and the State of New York.

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*Clerical Vice-President
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Newly Elected to the Board of Managers of the Seamen's Church Institute in 1983 were:

George O. Cole, Executive Director
 The Woman's Seamen's Friend Society of Connecticut, Inc.

Mace G. Mavroleon, Executive Director
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Harold W. Sonn, President & CEO
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The Institute at 15 State Street, NYC

150th

ANNUAL REPORT

Purpose

From its earliest days as a floating chapel to its present operations as the world's most comprehensive center for merchant seafarers, the Seamen's Church Institute of New York and New Jersey has recognized that international trade is essential to the welfare of the global community and that merchant shipping is a vital element of that enterprise.

Thus, the Institute dedicates its work to the safety, well-being, dignity and professional competence of seafarers and those who work in international transportation and commerce, and affirms its obligation to strengthen through its program the essential link between religious and secular values within society.

The Institute operates 24 hours a day throughout the year and from its headquarters in Lower Manhattan and its seafarers' center in Port Newark/Elizabeth, NJ reaches the some 200,000 men and women who annually make port in Northern New Jersey, Brooklyn, Staten Island and Manhattan.

Its diversified services include an ecumenical port ministry, ship visitors, a seafarers' assistance network and center for seafarers' rights, opportunities for maritime education for both seafarers and shorebased marine personnel, personal and career counseling, social and recreational facilities.

An ecumenical agency of the Episcopal Church, the Institute has traditionally served active merchant mariners of all faiths and nations. Although 78% of its current operating budget is earned from revenue producing sources, it depends on grants, corporate and personal contributions to ensure its essential services and programs. All gifts are tax-deductible as allowed by law.

The 1983 Annual Report of the Director to the Board of Managers of the Seamen's Church Institute of New York and New Jersey

As I review the Seamen's Church Institute's long and distinguished history, I am struck by the singular ability of the Institute to respond and adapt to the changing nature of the seafaring life. We have come from an era of sailing ships with their long bowsprits overhanging South Street to a time of giant gantry cranes extending out over huge automated container vessels whose port stay is measured in hours rather than weeks.

In this our 150th year, we will be making other significant adaptations to the constantly changing maritime scene.

It was the exploitation of seamen by the notorious crimps and boardinghouse keepers long ago that led a vigorous and socially conscious Institute Board of Managers to give up their floating chapels and build the great residential facility at 25 South Street.

Today, there are far more pressing needs in the maritime arena than our attempting to maintain at great cost a partially filled hotel and operate a building no longer appropriate to our needs. The time has come to phase out of hoteling and to seek different headquarters on the waterfront. There will be a sense of loss for some seafarers and for some of us, as it will mark the end of an era.

Yet, under the wise leadership of this Board of Managers there is the possibility of great new gains for the Institute. We will now be able to focus our energies and resources on our primary mission: a mission not of bricks and mortar, but one of spirit and faith.

Today, there are three major areas to our mission:

The first is *hospitality*.

The heart of our work is visiting ships. Our port chaplains, lay and ordained, climb the gangways of virtually every ship that touches along the 750-mile shore line of this great port. The crews they meet are a mixed lot representing more than 60 nations.

The shipping industry waits for no one; and for these crews two days in port is a long time. Usually it's 12 hours or less and back to sea, with little free time to enjoy ashore when there is work to be done.

But maybe there is time for a phone call, or a game of pool, or a eucharist in our chapel or on ship, or a soccer match at our Port Newark field, or a movie, or, if God is good, an evening of dancing.

The seafarers are as much a commodity as the cargoes they move, and their feelings as strangers in a foreign land are of little interest to most employers.

One of our port chaplains in writing about this observes that, "Many of us have, at one time or another,

felt isolated and strange and uprooted—don't we refer to this feeling as being 'at sea'. The seafarer images that feeling in all of us.

"He is alone. He cannot get home. He is a part of something too large and too driven to take him seriously as a human being. People at sea. Physically, as we are; sometimes, spiritually, strangers in a strange land as we are sometimes strangers even in our own homes . . .

"Hospitality to the stranger. A consistent duty throughout scripture . . . welcome to the one unknown to you, who may even be your nominal enemy, is the teaching of Christ over and over again.

"It is for this reason that our ministry is not particularly proselytizing; we are there to welcome the stranger into our branch of the family of God for a little while, not to convert him or her.

"It is our conviction that Christ is big enough to encompass the cultures of all God's children; demanding enough of us to ask us to do the same. So the Buddhist remains the Buddhist, the Communists remain Communist, the Moslems are still Moslems . . . although three Turks did convert spontaneously a couple of months ago, which startled all of us.

"In a few hours, the whistle sounds, and they are gone, headed back, out to sea. Strangers still, but warmed now by their brief membership in our family—that part of the great household of God."*

We ship visit diligently—in season and out of season—nearly 6,000 visits a year—touching the lives of 200,000 seafarers.

The second area of our mission is *education and training*.

The psalmist hints of this when he speaks of "those who go down to the sea in ships and ply their trade in the great waters."

Our mission is not only to help the seafarer in port but while he is "in the great waters" as well.

Our commitment to safety-at-sea impels us to offer today's seafarer the best possible training. We will continue to help prepare men and women for original licenses as third mates or third assistant engineers and to upgrade them.

But we must also move out to the frontiers of maritime education and initiate serious research to determine some of the reasons for accidents at sea and then offer training procedures that would lower the appalling loss of countless lives and some 500 ships each year.

*Excerpted from a sermon by The Rev. Barbara Crafton, SCI Chaplain/Ship Visitor.



Father Whittemore

Moreover, we are concerned that government regulations separate Rules Of The Road and radar training into two discrete areas of knowledge. Our experience in teaching the Rules Of The Road to hundreds of seafarers and in operating the largest radar training facility in the country, convinces us that these are not isolated skills as the regulations would have us believe. Rather, they should be carefully integrated and taught together along with the kind of creative training that develops the most precious commodity of all—good judgement.

Our reputation and credibility as a nationally recognized center for maritime education and training is well established and our future in this area holds great promise.

Our last area of mission to seafarers comes from our commitment to the biblical principle of *justice and human dignity*. This is not a new commitment for us, but rather a reaffirmation of a proud tradition which began in 1834. This aspect of our mission is focused in our Center for Seafarers' Rights. The center has grown out of our ship visiting program where we have encountered serious exploitation of third world seafarers.

A typical example is a tanker abandoned by its owner in Brooklyn last spring leaving on board 18 crew members from four foreign countries without pay, heat, water, or food.

Responding to these individual situations has led us to believe that we must work for systemic change. To this end, the center has made significant progress in setting up a worldwide ecumenical network to achieve human dignity for the exploited seafarer. Our work is now known the world over. We are respected and, in most quarters, admired.

More recently our attention has been drawn to the cruise ship industry where we have discovered flagrant abuses of crews aboard some ships. Not all cruise ships are "love boats" for their crews. Indeed, certain cruise ships are known locally in Miami as "slave ships" with third world seafarers working 96-105 hours a week for as little as \$50 a month.

A workshop on cruise ships was recently held in Miami under our sponsorship and more than 90 chaplains, seafarers, union and government representatives from 18 nations were in attendance.

We were supported in this effort by an editorial in the *Journal of Commerce* which read in part, "We wish good fortune to the conference. . . they'll be putting a spotlight on what remains of the ill treatment of seamen. . . they'll be helping to eradicate those remaining pockets of abuse,

and that quite definitely is to the greater good."

The workshop was successful, and vigorous steps are underway to restore human dignity to the crew members of all cruise ships—an industry now patronized by one and one half million Americans each year.

Hospitality, education and human justice are major parts of our mission today which seem to me to be both consonant with our past traditions and harbingers of new opportunities for the future.

Why have we been able to survive and, indeed, flourish when so many other maritime agencies and companies have disappeared? Certainly it has been due to a Board of Managers with the vision and courage to adapt to the changing needs of the seafarer. But we have also been blessed with managers, staff, volunteers, and supporters who believe in our mission of faith and commitment to "those who go down to the sea and ply their trade in the great waters."

A concluding note:

In the early days of the floating chapels, one of the most popular books given to seamen was on the life of John Newton. He was a captain of a slave ship and in an exciting series of events was converted from that wretched way of life and became a vicar in the English church.

His greatest contribution was his influence over a man in his parish named William Wilberforce—a man of great social conscience who in 1807 almost single-handedly put through Parliament a bill abolishing slavery forever in all British domains. A bill which, in fact, paved the way for the removing of the scourge of slavery from our own land.

Captain Newton also was a great hymn writer and his most famous hymn is the popular "Amazing Grace." A couple of verses seem appropriate on this occasion of our 150th year.

Through many dangers, toils, and snares
(We) have already come
Tis Grace has kept (us) safe thus far
And Grace will lead (us) home.

When we've been there, 10,000 years
Bright shining as the stars,
We've no less days to sing God's praise
Than when we've first begun.

The Reverend James R. Whittemore
February 16, 1984

Dear Friends,

I 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 port of greater New York and New Jersey.

Over its 150-year history, 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,
The Rev. James R. Whittemore*

SUMMARY

Voluntary Support - 1983 Fund Year

At the close of the 1983 fundraising year on December 31, the Institute had received some \$677,851 in gifts and grants in cash and securities.

Total voluntary support for 1983 represents \$309,211 from individuals, \$195,986 from foundations, \$62,985 from corporations and \$109,669 from organizations. Income from trusts and bequests accounted for some \$185,000 of the contributions received from individuals.

Of the contributions received in 1983, a total of \$608,573 was awarded for current operations, while \$69,278 was designated for endowment, plant and equipment.

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 six new members to the club in 1983, bringing the total to sixteen.

Members

Mrs. Vincent Astor	The Hon. John P. Humes
Mr. Edward J. Barber	Mrs. Mabel S. Ingalls
Mrs. Charles S. Bird*	Mr. Henry C. B. Lindh
The Hon C. Douglas Dillon	Mr. & Mrs. Godwin J. Pelissero
Miss Jessica R. Eagleson*	Mr. Laurance S. Rockefeller
Mrs. M. Thompson Greene	Mr. Charles E. Saltzman
Mr. Leonard D. Henry	Mrs. Anna Glen Vietor
Mrs. James Stewart Hooker	Mrs. Orme Wilson

*Deceased

FLAGSHIP SOCIETY

The Flagship Society was established to recognize individual contributors who make annual gifts of \$1000 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.

MEMBERS FOR 1983

Mrs. Vincent Astor	Mrs. Ward Melville
Mr. George D. Benjamin	Mr. John A. Morris
Mrs. M. Thompson Greene	Mr. John P. Nicholson
Col. Leonard D Henry	Mr. Julio R. Ossa
Mr. Henry C. B. Lindh	Mr. and Mrs. Godwin J. Pelissero
Mrs. Caronine M. Macomber	Mr. Charles E. Saltzman

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 1983, 156 individuals made gifts in this range. Their contributions help to ensure that the Institute remains secure in its mission to seafarers.

Members for 1983

\$500 - \$999	Mrs. Geoffrey D. Bush	Mrs. Ella H. Johnson	Ms. Elizabeth Parkhill
Mrs. Sylvia S. Bancroft	Mrs. Barbara A. Butler	Mr. William Johnston	Mr. Robert E. Peabody
Mr. Alfred P. Brooks	Mr. James E. Chapman	Mr. Edward F. Jonas	Mr. John C. Pemberton
Mrs. Jessica R. Eagleson	Mr. Theodore A. Chapman	Mr. Carter F. Jones	Mr. A.A. Phillips, Jr.
Mr. Eldridge T. Gerry, Jr.	Mr. Chie Yuan Chen	Mrs. John Kean	Mr. Walter B. Potts
Mrs. Harold Hilton	Mrs. Talcott H. Clarke	T.V.A. Kelsey	Miss Grace P. Randolph
Mrs. Henry L. Lowerre	Mr. Neal W. Cofer	Mrs. Todd Brown Kirk	Mr. & Mrs. John A. Redfield
Mr. John J. Mackowski	Mr. Jarvis Cromwell	Mr. Werner H. Kramarsky	Mr. & Mrs. Bernard Rubenstein
Mr. Hayward Perry Manice	Mr. Thomas Curnin	Mrs. William D. Labaugh	Mr. Earl O. Salmon
Hon. Anthony D. Marshall	Mr. John D. Decker	Mrs. Seddon C. Lacy	Miss Gertrude Schley
Mrs. Ernest N. May	Mr. & Mrs. T.J. Devine	Mr. H. Alfred Langben	Mr. Allen E. Schumacher
Mr. Donald Hoxie Middleton	Mr. Thomas J. Drance	Mr. David E.P. Lindh	Mr. Dorrance Sexton
Rt. Rev. Paul Moore, Jr.	Mrs. Frank L. Driver	Mrs. Townsend Look	Ms. Harriet R.O. Sheehy
Rev. John M. Mulligan	Mr. H. Fletcher Eggert, Jr.	Mr. Alfred L. Loomis III	Mr. Paul C. Sheeline
Mrs. R. Pulitzer, Jr.	Mr. John V. Farnam	Mr. Walter Lord	Mrs. William E. Sloan
Mr. Willis L.M. Reese	Mr. Charles B. Finch	Mrs. F.J. Lueders	Ralph K. Smith, Jr.
Mr. W. Stevens Sheppard	Mr. E.L. Fitzpatrick, Jr.	Mr. Burton A. Maddock	Mr. Robert I. Smith
Mrs. William V.V. Warren	Mrs. George H. Forsyth	Mr. Clifford D. Mallory	Mrs. W. Mead Stapler
Rev. James R. Whittemore	Mr. Seth B. French, Jr.	Mr. Richard H. Mansfield	Mrs. J. Starke
\$100 - \$499	Capt. O.E. Geiger	Mr. and Mrs. E.A.G. Manton	Mrs. John K. Starkweather
Mr. Douglas H. Alexander	Mr. & Mrs. Peter Gimbel	Mrs. J.K. Mason	Mr. John W. Thomson
Ms. Helen D. Alexander	Miss Margaret F. Gnade	Miss Katherine Matthies	Mr. Ross E. Traphagen, Jr.
Mrs. John Alexander	Mr. Robert G. Goelet	Mr. David Hunter McAlpin	Ms. Grace E. Van Arsdale
Ms. Claire Anderson	Mr. Arthur Z. Gray	Ms. Lauren McCready	Mr. Franklin E. Vilas
Mrs. Douglas S.H. Anderson	Mr. Matthew Guiffrida	Mr. Thomas L. McLane	Kenneth H. Volk
Mr. Adams Bailey	Mr. and Mrs. John H. Hall, Jr.	Mrs. John M. Mennell	Mrs. W.M. Wagenseller
Mrs. John L. Bates	Mr. John C. Hanson, Jr.	Mrs. Louis P. Meyers	Mr. G.F. Weber
Miss Florence E.C. Bertsch	Mr. and Mrs. R.H. Harvey	Mrs. Cornelius W. Middleton	Mr. Richard S. Weber
Ms. Audrey T. Betts	Mr. and Mrs. Harry W. Havemeyer	Mr. D.P. Miller	Dr. & Mrs. John B. Weeth
Mrs. George B. Biggs	Mrs. Alexander B. Hawes	Mr. Julian H. Miller, Jr.	Mrs. Edward Welles
Miss Mary F. Bohan	Mr. Justin Haynes, Jr.	Miss Eleanore Mitchell	Mrs. John C. White
Mrs. Eben Breed	Mrs. William J. Hinson	Miss Mary Virginia Molleson	Rev. Mon. James G. Wilders
Mrs. Ralph Bristol	Mr. Wade S. Hooker, Jr.	Ms. Shirley Moore	Rev. & Mrs. Frederic P. Williams
Ms. Margaret L. Brown	Mr. Richard W. Hulbert	Mrs. M.B. Nielsen	Mr. & Mrs. Arthur H. Willis
Miss Elizabeth M. Brownell	Mr. and Mrs. Alfred W. Ivers, Jr.	Mr. C.J. Nourse	Mr. Orme Wilson, Jr.
Mrs. Ralph Brownson	Mr. John B. Jackson	Mr. Clifford B. O'Hara	Mrs. Robert A. Winn
Mr. Harry J. Buehler	Mr. William S. James	Mr. Raymond T. O'Keefe	Mr. Clifford Wise
Mrs. J. Ogden Bulkley	Mr. John C. Jansing	Mrs. C.B. Orr	Mr. Stanley H. Young, Jr.
Mr. George Bull	Mr. Robert D. Jay	Mr. Norman F. Page	Mr. George S. Zacharkow
			Mrs. Margaret Zuckerman

CORPORATIONS

In 1983, 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.

Highlights among 1983 grants for maritime education and safety include: \$10,000 from Exxon Corporation; \$10,000 from the Mobil Marine Division; \$10,000 from Sea-Land Industries; and \$10,000 from the Texaco Philanthropic Foundation.

Ace Advertising Service
American Stock Exchange
Bank of New York
Brundage, Story & Rose
Central Gulf Lines, Inc.
Con-Ed Company of New York, Inc.
Cornell Maritime Press
Dalmore Corporation
Doremus & Company
Drew Chemical Corporation
Exxon Corporation
Fischbach Corporation
Frank B. Hall & Co. of New York
Lord, Abbett & Company
Maher Terminals, Inc.
Mobil Shipping & Transportation Co.
Moller Steamship Company
Motorships, Inc.
Philip Morris, Inc.
Phillip & Capiello, Inc.
Polar Ware Corporation
J. Henry Schroeder Bank
Sea-Land Industries, Inc.
Smit International
Stoney-Mueller, Inc.
Sun Refining & Marketing Company
Texaco Philanthropic Foundation
The Seamen's Bank for Savings
Todd Shipyards Corporation
US Life Corporation
United States Trust Company

FOUNDATIONS AND ORGANIZATIONS

During 1983, the Institute received some \$195,986 from foundations, independent and family related, and organizations. Highlights among the grants received include: \$50,000 from the Booth Ferris Foundation; \$10,000 from the J.M. Kaplan Fund; \$10,000 from the Starr Foundation; \$25,000 from the Grants Board of Trinity Church; and \$46,500 from the International Transport Workers Federation.

FOUNDATIONS

American Express Foundation
J. Aron Foundation, Inc.
Avon Foundation
Barker Welfare Foundation
A.G. Becker Foundation
Booth Ferris Foundation
Howard Russell Butler Trust
Constans-Culver Foundation
Diocese of New York (P.E.C.)
Ganlee Fund
Gibbs Brother Foundation
Hamilton Roddis Foundation
Holland Lodge Foundation
Inverclyde Bequest Fund
J.M. Kaplan Fund, Inc.
John A. MacDonald Foundation
Josiah Macy, Jr. Foundation
Mandeville Foundation
The McCutchen Foundation
Henry D. Mercer Foundation
William T. Morris Foundation
The Rudin Foundation, Inc.
Sasco Foundation
Seth Sprague Foundation
Simmonds Foundation
Starr Foundation
J.P. Stevens & Co., Inc. Foundation
Stillwell Foundation
A.M. & Kate Tode Foundation
Trinity Grants Board
Venture Fund (Diocese of New York)
The Westland Foundation

ORGANIZATIONS

International Transport Workers Federation
Lifesaving Benevolent Association
Maritime Friends of Seamen's Church Institute, Inc.
Military Sealift Command
Women's Propeller Club of the Port of NY
Woman's Seamen's Friend Society of Connecticut

MARITIME FRIENDS OF SEAMEN'S CHURCH INSTITUTE, INC.

Since 1977, a group of executives from maritime and maritime-related industries have united in an annual effort to raise funds for the Institute and thereby to support its services for seafarers. In 1983, the Maritime Friends made a grant of \$35,000 to the Institute's work, representing a \$5,000 increase over the previous year's grant.

The Institute is fortunate to have these special friends and gratefully acknowledges their continued support.

1983 MEMBERS CORPORATE

Alexander & Alexander
Altamar Corporation
American & Overseas Chartering, Inc.
American Bureau of Shipping
American Hull Insurance Syndicate
Associated Container Transportation
American Trading & Transportation
Co., Inc.
Atlantic Bank of New York
Atlantic Container Line, Ltd.
Barber Steamship Lines, Inc.
Bay Shipbuilding Corp.
Box Caribbean Lines
Burlingham, Underwood & Lord
Brandon's Shipper & Forwarder Inc
Brauner, Baron, Rosenzweig, Kligler,
Sparber & Bauman
Caddell Dry Dock & Repair Co., Inc
Costello & Shea
J. Cowhey & Sons, Inc.
Containership Agency, Inc.
Constellation Navigation Inc.
Curtis Bay Towing Company
Donovan, Maloof, Walsh & Kennedy
Downtown-Lower Manhattan Assn., Inc.
Louis Dreyfus Corporation
Dick Dunphy Adv. Specialties, Inc.
East Coast Overseas Corp.
EDJO Marine Inc.

Evergreen Marine Corp., (N.Y.) Ltd.
Fields & Rosen
Freehill, Hogan & Mahar
Fritzen-Halcyon Lijn, Inc.
Global Terminal & Container Svcs., Inc.
Great Lakes Dredge & Dock Co.
Greenwich Marine, Inc.
Gulf & Eastern Steamship &
Chartering Corp.
Haight, Gardner, Poor & Havens
Hapag-Lloyd (America), Inc.
Hempel's Marine Paints, Inc.
J.J. Henry Co., Inc.
Hill, Betts & Nash
Hill, Rivkins, Carey, Loesber, Obrien
and Mulroy
Howard Publications, Inc.
Intercontinent Chartering Corp.
Interocean Management Corp.
Jackson Marine Corporation
Kerr Steamship Company, Inc.
Kersten Shipping Agency, Inc.
Lloyd's Register of Shipping
Lunham & Reeve, Inc.
James P. McAllister Associates
McRoberts Protective Agency, Inc.
The Maritime Assoc. of the Port of New York
Midland Insurance Company
Miral Marine Corp.

Moller Steamship Co., Inc.
E. Molstad & Company, Inc.
Moran Towing & Transportation Co., Inc.
New York Navigation Company, Inc.
New York Marine Managers, Inc.
New York Shipping Assoc., Inc.
Norton Lilly International Inc.
N.Y. Towboat & Harbor Carriers Assn.
Jacq. Pierot, Jr. & Sons, Inc.
Portwide Cargo Securing Co.
Rodriquez Sons, Company, Inc.
M. Rosenblatt & Son, Inc.
The Salvage Association, Ltd.
Sanko Kisen (U.S.A.) Corp.
SCIO Shipping, Inc.
Seagroup, Inc.
J. Stanley Company
Symmers, Fish & Warner
Solar Intl. Shipping Agency Inc.
Tabak, Steinman & Mellusi
Talbot, Bird & Co., Inc.
Thacher, Proffitt & Wood
Topside Shipping, Inc.
Trans Freight Lines, Inc.
Transportation Data, Inc.
Union Dry Dock & Repair Co.
C. F. Wiborg & Co.
Women's Propeller Club of the Port of N.Y.
Daniel F. Young, Inc.

INDIVIDUAL

Capt. Hendrik J. Aldershof
Mr. William J. Bradford
Mr. James D. Byrne
Mr. James C. Clarke
Mr. Robert J. Daniels
Mr. Joseph H. Dugan
Mr. Gerard C. Ekedal
Mr. Lester A. Dutcher
Mr. Henry E. Froebel
Mr. Robert G. Gifford

Mr. Philip L. Gilmer
Mr. John T. Gilbride
Mr. Max J. Grimes
Mr. & Mrs. Sven Juul
Mr. Marshall P. Keating
Mr. John T. Knepper
Mr. George P. Livanos
Mr. Edwin K. Linen
Mr. John Loflin
Mr. Joseph E. McKenna

Mr. Arthur Nordstrom
Mr. Milton C. Nottingham, Jr.
Mr. Richard Paddon
Mr. Thomas J. Smith
Mr. David W. Swanson
Mr. Maarten Van Hengel
Mr. John R. Walbridge
Mr. J. Fred Weintz, Jr.
Mr. Frederick B. Wierpert
Mr. Alexander H. Whitman
Mr. Eliot Wolpo

PARISHES

During 1983, ninety-four parishes in fourteen states and Canada made gifts and grants in support of the Institute's service for the world's seafarers. Their loyal and continuous support remains vital to the Institute's twenty-four hour per day operation.

Woman's Guild of All Saints Episcopal Church	Aliquippa, PA	St. John's Church	Chevy Chase, MD
All Saints Parish Guild (ECW)	Lakewood, NJ	St. John's Church	Elizabeth, NJ
Cathedral of the Incarnation	Garden City, NY	St. John's Church	Stamford, CT
Catholic Maritime Club of Mobile, Inc.	Mobile, AL	St. John's Church	Somerville, NJ
Christ Church (ECW)	Delaware City, DE	Women's Guild of St. John's Church	Lafayette, IN
Christ Church (ECW)	Greenwich, CT	St. John's Episcopal Church	Bristol, CT
Christ Church (ECW)	Short Hills, NJ	St. John's Flushing (ECW)	Flushing, NY
Christ Church (ECW)	St. Michaels, MD	Women of St. John's	Oneida, NY
Christ Church Guild	Denton, MD	Women of St. John's	Chevy Chase, MD
Christ Church Women's Auxiliary	Cincinnati, OH	St. Luke's Church	Roselle, NJ
Christ Church Women's Guild	Ridgewood, NJ	St. Luke's Episcopal Church	Montclair, NJ
Christ Church Women's Guild	Short Hills, NJ	St. Luke's Guild (ECW)	East Hampton, NY
Christ Episcopal Church	Denton, MD	St. Lydia's Guild (ECW)	Freeport, NY
Church of the Incarnation	New York, NY	St. Mark's Church	New Britain, CT
Church of the Good Shepherd	Binghamton, NY	St. Elizabeth's Guild of St. Mark's Church	New Britain, CT
Episcopal Church of the Good Shepherd	Buffalo, NY	St. Martha's Guild	Cambridge, NY
St. Monica's Guild of the Church of the Good Shepherd	Buffalo, NY	St. Martha's Guild	Malverne, NY
Church of the Holy Trinity	Middletown, CT	St. Mary's in Tuxedo	Tuxedo Park, NY
Church of the Savior (ECW)	Plainville, CT	St. Matthew's Episcopal Church (ECW)	Toledo, OH
Diocese of Connecticut (ECW)	North Haven, CT	Women of St. Matthew's	Paramus, NJ
Diocese of Long Island (ECW)	Garden City, NY	St. Paul's (ECW)	Delray Beach, FL
Diocese of Long Island (ECW)	Flushing, NY	St. Paul's Christian Stewardship Fund	Woodbury, CT
Diocese of New York	New York, NY	St. Paul's Church	Rochester, NY
Diocese of Southern Virginia	Portsmouth, VA	St. Paul's Churchwomen	Rochester, NY
Episcopal Church Women	Westfield, NJ	St. Paul's Episcopal Church	East Orange, NJ
Grace Church	Old Saybrook, CT	Women of St. Paul's	Watertown, NY
Grace Church	Madison, NJ	Women of St. Paul's	Englewood, NJ
Grace Church (ECW)	Linden, NJ	St. Peter's (ECW)	Marblehead, MA
Grace Church (ECW)	Nyack, NY	St. Peter's Episcopal Church	Holcomb, NY
Grace Episcopal Church	Plainfield, NJ	St. Peter's Episcopal Church (ECW)	Butler, PA
Grace Episcopal Church	Rutherford, NJ	Women of St. Peter's Episcopal Church	Dickerson, MD
Women's Chapter of Grace Episcopal Church	Rutherford, NJ	Women of St. Philip's Church	Brevard, NC
Holy Trinity (ECW)	Valley Stream, NY	St. Stephen's (ECW)	Armonk, NY
North Reformed Church	Newark, NJ	St. Stephen's Church (ECW)	Whiting, NJ
Sisters of the Holy Nativity	Fond du Lac, WI	St. Stephen's Church (ECW)	Jersey City, NJ
St. Andrew's	Meriden, CT	St. Stephen's Women's Guild	Ridgefield, CT
Women of St. Ann's (ECW)	Old Lyme, CT	St. Thomas (ECW)	Redbank, NJ
St. Bartholomew's (ECW)	Cherry Hill, NJ	St. Thomas Episcopal Church	Wassaic, NY
St. George's (ECW)	York Harbor, ME	Women of St. Thomas	New York, NY
Parish of Calvary of St. George's	New York, NY	Trinity Church (ECW)	Branford, CT
Women of Calvary of St. George's	New York, NY	Trinity Parish (ECW)	Wethersfield, CT
St. James	West Hartford, CT	St. John's Episcopal Church of Trinity	Hewlett, NY
St. James Church	New York, NY	St. Martha's Chapter ECW of Trinity Church	Roslyn, NY
St. James (ECW)	Hackettstown, NJ	St. Martha's Guild of Trinity Episcopal Church	Tulsa, OK
St. James Parish (ECW)	Birmingham, MI	Women of Trinity Church	Rutland, VT
St. John's (ECW)	Boontown, NJ	Women's Guild of Zion Church	Douglastown, NY
St. John's (ECW)	Yonkers, NY		

BEQUESTS AND TRUSTS

In 1983, income from bequests and trusts totaled \$181,321 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.

For information about planned gift opportunities, we invite you or your advisor to call The Reverend James R. Whittemore's office-212/269-2710.

BEQUESTS

Estate of Kathering Beebe	Estate of Clara E. Herold
Estate of Bertha E. Bopf	Estate of Ella Jacoby
Estate of Ernest S. Clowes	Estate of Elizabeth Jenks
Estate of Harold W. Griswold	Estate of Ellen S. Rumpf

TRUSTS

Estate of Beatrice C. Allison	Estate of George P. Lumsden
Estate of Julia Bird	Estate of Estelle A. Manning
Estate of Ruth L. Briggs	Estate of Doris H. McBee
Estate of Helen L. Clark	Estate of Martha J. McClatchy
Estate of Lillian Cox	Estate of Almond M. Paine
Estate of John B. Crockett	Estate of Charles F. Pope
Estate of Max Jordan	Estate of Jessie H. Righter
Estate of Charles Keene	Estate of Kate B. Sheadle

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

Anna English Bannietis	Stanley Ellis	Albion F. Lane	Eugene H. Rietzke
Christopher Bannietis	Winifred D. Ellis	Capt. William R. Lawrence	John Rodstrom
Constantine Bannietis	Robert English	Mr. Lewis	Frank Schaeffer
Charles W. Bartlett	John Erwin	Franklyn Hallett Lovett	Guido Serrutini
Howard Bethel	Charles H. Faulker, Jr.	Henry L. Lowerre	Michael R. Shapiro
Charles Summer Bird	Capt. Edward Fluhr	August & Frank Makinen	Shipmates & Fishermen Frie
Mrs. Charles Summer Bird	Capt. Peter Francis Gellatly	Leo H. Malley	Josephine Stasko
Barbara Bouressa	Dr. James A. Hall	Clifford Day Mallory	Capt. Max Stirn
Virginia S. Briggs	Robert I. Haltiwanger	Nicholas Manack	Wallace E. Tobin
John William Burns	William W. Heer	John P. Masterson	Sarah Bassett Weeth
Richard W. Caswell	Charles D. Henley	William R. McBean	Mr. Wedebrook
Mickey Chapman, Jr.	Henry E. Higginbotham	Walter McCreery	Dr. I. Wexler
Carl Clauson	Howard Hild	Catherine McDermott	Judge & Mrs. Marcellus
E. Halton Clinch	Julius Hohmann	Violet Miller	Seabrook Whaley
Maude deForest Cooper	Marion Hoffmann	Helen Seitz Minor	Sophy F. Wilde
Francis X. Dealy	Alta Huffines	Caroline & John Mirousky	Stanley Wilson
Samuel Delman	Harold Jackson	Richard Modula	Frederick O. Wipprecht
Dr. Valentin A. deMignard	Clifford W. Jagger	Helen & Herschel Murphy	Dr. Whitney Woodruff
Mary A. Dyer	Herbert Joerger	Mr. & Mrs. Walter G. Nelson	William Zabriskie
Alf Ebbesen	Bartlett Braxton Jones	Molly Reason	Charles Zieger

**Seamen's Church Institute
of New York and New Jersey**
**Statement of Support, Revenue,
Expenses and Changes in Fund Balances (Deficit)**

**Year ended December 31, 1983
with comparative totals for 1982**

	1983					TOTAL ALL FUNDS	
	CURRENT FUNDS			PLANT FUNDS	ENDOWMENT FUNDS	1983	1982
	UNRESTRICTED	RESTRICTED	TOTAL				
Support and revenue:							
Support — contributions and grants	\$ 424,006	149,968	573,974	69,817	7,778	651,569	691,869
Revenue:							
Program services:							
Hotel, conference and food service	3,053,487	—	3,053,487	—	—	3,053,487	3,349,700
Education	487,273	—	487,273	—	—	487,273	520,539
Seafarer's services	39,519	—	39,519	—	—	39,519	24,713
Other:							
Investment income	255,735	40,896	296,631	—	—	296,631	511,961
Net realized gain (loss) on investment transactions	—	—	—	—	791,916	791,916	(80,495)
Rental income, net of expenses of \$86,320 in 1983 and \$62,059 in 1982	35,779	—	35,779	—	—	35,779	46,035
Miscellaneous	18,753	—	18,753	—	—	18,753	25,395
Total revenue	3,890,546	40,896	3,931,442	—	791,916	4,723,358	4,397,848
Total support and revenue	4,314,552	190,864	4,505,416	69,817	799,694	5,374,927	5,089,717
Expenses:							
Program services:							
Hotel, conference and food service	3,160,930	—	3,160,930	182,635	—	3,343,565	3,343,868
Education	672,308	52,427	724,735	33,585	—	758,320	734,199
Seafarer's services	456,906	136,475	593,381	79,611	—	672,992	596,911
Total program services	4,290,144	188,902	4,479,046	295,831	—	4,774,877	4,674,978
Supporting services:							
Management and general	784,196	—	784,196	6,228	—	790,424	747,115
Fund raising	140,385	1,962	142,347	3,336	—	145,683	126,052
Total supporting services	924,581	1,962	926,543	9,564	—	936,107	873,167
Total expenses	5,214,725	190,864	5,405,589	305,395	—	5,710,984	5,548,145
Excess (deficiency) of support and revenue over expenses before net unrealized gain (loss) on investments	(900,173)	—	(900,173)	(235,578)	799,694	(336,057)	(458,428)
Net unrealized gain (loss) on investments	—	—	—	—	(456,384)		
Other changes in fund balances:							
Payment of mortgage note	(5,427)	—	(5,427)	5,427	—		
Transfer of gains on investment transactions	541,916	—	541,916	—	(541,916)		
Transfers for property acquisitions	(93,013)	—	(93,013)	93,013	—		
Fund balances, (deficit) at beginning of year	(65,668)	—	(65,668)	9,518,822	5,907,392		
Fund balances (deficit) at end of year	\$ (522,365)	—	(522,365)	9,381,684	5,708,786		

**Seamen's Church Institute
of New York and New Jersey**

Statement of Functional Expenses

**Year ended December 31, 1983
with comparative totals for 1982**

	PROGRAM SERVICES				SUPPORTING SERVICES			TOTAL EXPENSES	
	HOTEL, CONFERENCE AND FOOD SERVICE	EDUCATION	SEAFARER'S SERVICES	TOTAL	MANAGE- MENT AND GENERAL	FUND RAISING	TOTAL	1983	1982
	Salaries	\$1,315,300	295,797	299,734	1,910,831	369,457	49,239	418,696	2,329,527
Employee benefits and payroll taxes	238,527	46,398	68,256	353,181	60,640	6,710	67,350	420,531	364,207
Total salaries and related expenses	1,553,827	342,195	367,990	2,264,012	430,097	55,949	486,046	2,750,058	2,759,574
Fees for services	100,388	131,906	39,536	271,830	184,190	52,377	236,567	508,397	408,544
Contractual services	—	—	—	—	19,194	—	19,194	19,194	59,953
Space and taxes	100,235	—	3,004	103,239	3,575	—	3,575	106,814	75,978
Maintenance and repairs	118,076	35,786	73,189	227,051	8,055	1,505	9,560	236,611	124,370
Supplies and materials	101,224	55,743	31,791	188,758	40,844	6,312	47,156	235,914	291,024
Equipment purchases, repair and rental	82,126	36,025	28,190	146,341	8,373	1,317	9,690	156,031	110,468
Transportation	5,551	35,078	19,303	59,932	24,077	434	24,511	84,443	67,267
Utilities	407,835	56,188	42,698	506,721	29,911	5,250	35,161	541,882	530,740
Cost of goods sold	581,060	—	12,899	593,959	—	—	—	593,959	711,280
Miscellaneous	110,608	31,814	21,281	163,703	35,880	19,203	55,083	218,786	157,097
Expenses before depreciation	3,160,930	724,735	639,881	4,525,546	784,196	142,347	926,543	5,452,089	5,296,295
Depreciation	182,635	33,585	33,111	249,331	6,228	3,336	9,564	258,895	251,850
Total expenses	<u>\$3,343,565</u>	<u>758,320</u>	<u>672,992</u>	<u>4,774,877</u>	<u>790,424</u>	<u>145,683</u>	<u>936,107</u>	<u>5,710,984</u>	<u>5,548,145</u>

The preceding statements have been extracted from the 1983 audited financial statements which are available for inspection at 15 State Street, NYC, Director of Finance.

Summary of Services/1983 Seamen's Church Institute of New York and New Jersey

AT 15 STATE STREET, N.Y.C.

2,263
American and foreign ships visited
and welcomed. (Brooklyn, Staten
Island, Manhattan)

3,647
Seamen, representing 53 foreign
nations, entertained in the Inter-
national Mariners' Club.

266
Services held in the Chapel.

57,320
Rooms occupied by merchant
seafarers.

1,291
Seafarers enrolled in SCI Merchant
Marine School (Deck 108; Engine
117) plus Radar School 423, Recerti-
fication 333, Special courses 310.

175
Shorebased maritime personnel,
seamen and other members of the
community enrolled in the Roosevelt
Institute's evening adult education
courses and seminars.

26,561
People used the Conrad Library
(weekdays only).

36,795
Books and magazines distributed
aboard ships in the NY port.

2,286
Pieces of luggage stored in SCI
Baggage Room.

279,992
Meals served.

48,071
Individuals attended meetings . . .
maritime, community, education or
church-related programs.

137
AA meetings held.

2,192
Pastoral interviews.

8,905
Christmas-at-Sea gift boxes pre-
pared by volunteers for seafarers.

1,413
Credit issues to seafarers for meals,
lodging, emergency needs (72% return rate).



Summary of Services/1983 Seamen's Church Institute of New York and New Jersey

AT 118 EXPORT STREET
PORT NEWARK, N.J.

2,697

American and foreign ships visited,
including US and foreign tanker
ships.

35,580

Books and magazines distributed
aboard ships in NJ ports.

8,935

Seafarers transported by Institute
vehicles.

25,843

Seafarers used the Center.

1,105

Seafarers used playing field; 64 offi-
cial soccer matches plus track and
field competitions held.

354

Religious services held in the Center.

3,971

Overseas telephone calls placed for
seafarers.

15,885

Letters and postcards mailed for
seamen.

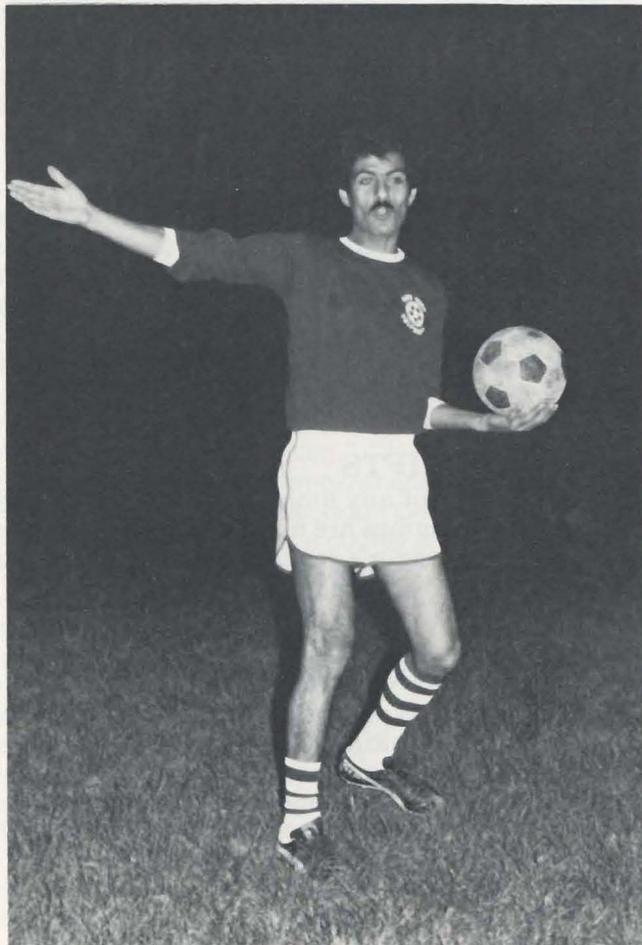
REGISTRY OF VESSELS BERTHING IN NY PORT:

Argentina, Belgium, Brazil, Canada,
Chile, China, Colombia, Cyprus,
Denmark, Ecuador, Egypt, France,
Germany, Ghana, Greece, Holland,
Iceland, India, Indonesia, Iraq, Italy,
Japan, Liberia, Nicaragua, Norway,
Pakistan, Panama, Paraguay, Peru,
Philippines, Poland, Portugal,
Singapore, South Africa, Spain,
Sweden, Switzerland, Taiwan,
Turkey, United Arab Republic,
United Kingdom, United States,
Venezuela, Yugoslavia.

REGISTRY OF VESSELS

BERTHING IN NORTHERN NJ

PORTS: Argentina, Australia,
Belgium, Brazil, Canada, Chile,
China, Colombia, Cyprus, Denmark,
Dominican Republic, Ecuador,
Egypt, France, Germany, Ghana,
Greece, Holland, Honduras, Hong
Kong, Iceland, India, Indonesia,
Iraq, Ireland, Israel, Italy, Japan,
Korea, Kuwait, Liberia, Norway,
Panama, Peru, Philippines, Poland,
Portugal, Russia, Santo Domingo,
Saudi Arabia, Singapore, South
Africa, Spain, Sweden, Switzerland,
Taiwan, United Kingdom, United
States, Yugoslavia.



In Support of the Institute

WAYS OF GIVING

To carry on its work, SCI depends on the financial support of its friends nationwide. Gifts may be made in a number of ways with definite advantages for the donor for unrestricted purposes, a particular program, or for endowment. All annual and special gifts help to ensure the operations and future stability of the Institute and its crucial work with seafarers of all nations.

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 15 State Street, 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 \$36,000 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.

FOR ADDITIONAL INFORMATION

We will be glad to answer any questions you may have regarding any kind of gift. For details or additional information just call or write: The Reverend James R. Whittemore, SCI Director, Seamen's Church Institute of New York and New Jersey, 15 State Street, New York, N.Y. 10004. Telephone: 212/269-2710

Center for Seafarers' Rights made a Division of Institute

James T. Lafferty appointed Assistant Director

As it celebrates its 150th anniversary, the Seamen's Church Institute has underscored its long-term support for the human rights of seamen by making its Center for Seafarers' Rights into one of the Institute's four full divisions. "Being a division will enable us to respond to the increasing number of calls for help from seafarers and their advocates around the world," said Dr. Paul Chapman, Director of the Center.

"I am also pleased," said Dr. Chapman, "that as of July 1, attorney James T. Lafferty has joined us as Assistant Director of the Center. This not only brings on board an experienced advocate in the field of civil rights and labor law, but also underscores the Institute's recognition of the importance of the center's work to the overall program of the Institute."

During a 20 year career in his native state of Michigan, Mr Lafferty was senior partner in the firm of Lafferty and Van Dyke, which specialized in cases involving discrimination, particularly in the area of employment. He was a member of the Michigan Civil Rights Commission, taught a course on Selective Service and Administrative Law at the University of Michigan Law School and worked for both Neighborhood Legal Services and the Free Legal Aid Clinic (which he founded) in Detroit. In 1980, Mr. Lafferty was a leader in creating the Oakland County (Michigan) chapter of the American Civil Liberties Union, which he chaired for three years.

Although his duties with the center represent a shift from national to international issues and to work in a new arena, Mr. Lafferty sees a definite



Captain Rogelio Morales, founder of the Concerned Seamen of the Philippines meets with CSR director, Paul Chapman.

connection between his past and present activities. "I look on my work here as a natural progression because I really don't make a distinction between the civil rights and civil liberties of Americans and people from other countries. We are part of one whole human family."

The lack of public awareness about the problem's of seafarers was a powerful motivation in bringing Mr. Lafferty to the center. "I was planning to move to New York and was looking for meaningful work to do here, when a friend told me about the center and its work. When I met with Paul Chapman and the Institute's Director, Jim Whittemore; and then with the seamen themselves, and learned that on some cruise ships, for example, the seamen are virtually "galley slaves", working 80-100 hours per week, under worse than sweatshop conditions, for virtually no money, I was so moved that I could do no less than commit myself to try and help improve their plight."

"I was really impressed by the fact that aside from the center, almost no one was doing this type of work," Mr. Lafferty continued. "While there is certainly still a great need for more

work in this country to enhance civil rights and civil liberties for American citizens, there are a goodly number of dedicated people who are engaged in such work. But, who speaks for Third World seafarers? Seamen from Third World and impoverished nations need advocates too, and I hope by working at the center to advance the cause of justice for these working men and women."

Mr. Lafferty sees the agenda for the center encompassing a combination of legal and political actions. "We will initiate lawsuits, seek to bring political pressure on governments to enforce existing laws governing seafarers' rights, and also work for new legislation at home and abroad to further guarantee a decent standard of living and human dignity for seafarers. Another important area of our work will be to bring to bear moral suasion and public pressure on the owners of ships to provide contracts for their workers, and, in general, improve conditions under which seafarers live and work. And, although we must aid the individual seafarer, we must recognize that the center will have greater impact if it goes beyond individual cases and brings class action lawsuits which help the position of seafarers with shipowners across the board."

Indeed, the center has, in recent months, been busy taking steps in the direction outlined by Mr. Lafferty and supported by Dr. Chapman. There has already been encouraging feedback from the January conference on cruise ships and seafarers' rights held in Miami (The Lookout, April/May 1984).

"Seamen's unions have met to consider how they can work in solidarity with workers who are not



Assistant CSR director, James T. Lafferty and Dr. Chapman review the status of various cases they are tracking on behalf of specific seafarers.

organized," Dr. Chapman said. We know owners have held meetings with the goal of improving working conditions. The Port of Miami is considering developing structures to insure that seafarers with complaints can voice them when they are in port. And, we know the level of public awareness of the problems for seafarers aboard cruise ships has risen dramatically."

Dr. Chapman and Mr. Lafferty agree that the apparent willingness on the part of shipowners to do a bit of self-policing is another major and significant step. "It is real progress that some of the cruise ship owners are expressing the need to improve conditions on those ships whose records are not so good. And the fact that some owners who were not willing to talk with us in the past are now opening their doors to us portends even greater progress for the future," Mr. Lafferty said.

Dr. Chapman pointed to other signs of progress. "We have had good discussions with the Liberians, one of the major flag of convenience countries, who want us to keep the dialogue going. We are also

encouraged by the growing network of organizations dedicated to seafarers' rights. In this cause the most renowned master mariner of the Philippines, Captain Rogelio Morales, serves not only as a consultant to the Center for Seafarers' Rights, but has founded the Concerned Seamen of the Philippines in an effort to aid Filipino seamen who face exploitation aboard ships and severe legal reprisals when they return home . . . if they voice complaints."

On another front, the recently established Panamanian Maritime Policy Commission, whose membership includes 20 major shipping executives, has set as one of its goals the improvement of conditions for seamen. "This is particularly important," Dr. Chapman said, "because although Panama has the largest number of registered ships in the world, it simply does not have the administrative capability to enforce its maritime code in the world ports these ships visit. Perhaps this signals a willingness to finally deal with this problem."

Finally, the wide distribution of seamen's rights booklets, which are reaching more and more seamen, is

another source of hope. "The seamen devour these booklets," Dr. Chapman said. "They recognize as they read the pamphlets that they're not alone—that there are laws to protect them and they thereby gain the confidence to confront ship's operators, and the system in general, because of this."

Despite these signs of movement, Mr. Lafferty and Dr. Chapman know that progress in the area of human rights is sometimes a fragile commodity. Mr. Lafferty cautioned that "in the area of human rights, advancement very rarely follows a straight upward line. But, I am confident that in the case of Third World seafarers, their plight is so desperate and their cause so just, that we *will* be able to bring a greater measure of justice to these seafarers in the months and years ahead."

. . .

The work of the Center for Seafarers' Rights is supported primarily by grants from the Booth Ferris Foundation, the J.M. Kaplan Fund and Trinity Grants Board.

A Moment in History

“the Youngsters of the Seven Seas”

Special programs for seafarers and special people who have helped make them possible has always been a part of the Institute's life. The following two examples are taken from the recently completed but, as yet, unpublished History of the Institute written by John Bunker, a former seaman and for more than forty years a maritime journalist.

In addition to the more publicized programs at the Institute there were a number of services and facilities which were not as generally known but which were very important to thousands of seafarers.

One of the most important was the program for apprentices.

In sailing ship days and especially during the last quarter of the 19th century and the early years of the 20th, hundreds of young English lads started their seagoing careers as cadets. It was the British law as well as that of Germany and the Scandinavian countries, that a man had to spend some time in sail, usually three years, before he was able to sit (take an examination) for a license. It was felt that the hard school of the windjammer sailor was necessary for a man who wanted to command. In the latter years of sail, it was also a way of providing adequate crews for the big sailing ships.

In most cases the boys had to pay as much as \$300 to the companies for the privilege of this seagoing indoctrination. If they lasted the three years apprenticeship, they might be paid a modest sum in recognition for their labor. In addition, families had to provide them with uniforms. The lads were selected from good homes and represented a high type of young manhood on the British as well as the German and Scandinavian ships.

Some of the larger sailing ships carried as many as six apprentices. At anyone time there would be hundreds of these young men at sea. Even after the decline of sail, many steamship companies still carried cadets.

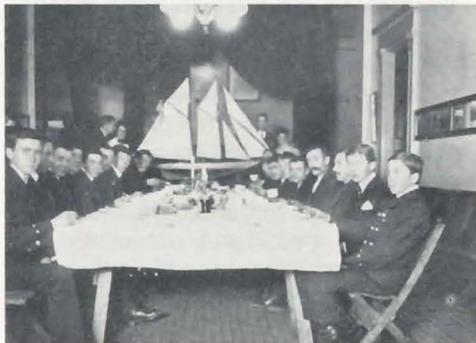
In theory it was a good apprenticeship system for the merchant marine but in practice it did not always work that

way. On some ships the captain and the mates took interest in the apprentices and taught them the basics of navigation and seamanship for which their parents were paying good money. But on too many ships the boys were used merely for hard labor, given the dirtiest jobs and worked as hard as any among the crew. Nor were they spared any of the dangerous work aloft because of their age.

According to an article in Harpers Monthly magazine for December 1910, three thousand British apprentices alone sailed into the port of New York every year, “most of them desparately homesick beneath a swashbuckling exterior; and not one of them escapes the acquaintance and elder-brother ministrations of Mr. Howard O. Wood of the Seamen's Church Institute.”

The article pointed out that these youngsters were “not knowingly in need of evangelical attention and were

Apprentice lads at a Sunday evening tea at 34 Pike Street, NYC in 1902.



not in any search of it.” In its many years of service to seamen the Institute had long since learned not to force “evangelical attention” on any one; and that the only approach to making a friend of the seaman, be he a youth making his first trip on blue water or a seasoned “Jack” with calloused hands and a rolling gait, was to be a friend and attend first to his human needs.

In 1910 the Institute was still housed in the old red brick building at No. 1 State Street, where the breezes blew in right off the harbor. It was about as salty a location as you could find in New York.

Wood had started his work with apprentices in 1903, so by this time he was well known to hundreds of them and his mail came from all over the world. The boys wrote to him of their adventures at sea and often thanked him for the kindness shown them in New York.

This letter was from a young apprentice on the British bark *Hope*:

“This was a roaring trip, I can tell you. We weren't two days out from New York when the main upper topsail halyard carried away. The upper topsail yard came down with a run—about a ton of it, and it just missed three of us. It made quite a noise, too, I can tell you.”

An apprentice on the British S.S. *Dale* wrote to Wood about the ship having a fire in a shipment of calcium carbide. “For awhile,” he said, “it looked jolly bad. The boats were swung out for launching but we finally got the hot stuff fished up on deck and over the side. My heart went bang-thump-bang for days afterward.”

And occasionally there were letters such as the one in 1907 from the



Four apprentices with "elder brother" and SCI ship visitor, Howard O. Wood

master of a British sailing ship whose apprentices had been entertained at the Institute when their ship was in New York.

"I am sorry to tell you," he wrote, "that young Bruce, a very promising youngster who greatly enjoyed your hospitality, was lost in our passage round the Horn."

On coming ashore in New York in sailing ship days, these boys, dressed conspicuously in their tightly-fitted, double-breasted blue coats, blue pants, and blue and white caps were easy marks for gangs of toughs; and many were beaten and robbed.

To provide them a safe visit ashore, Dr. Mansfield, the director of the Seamen's Church Institute, set up an apprentices' room in 1896 and saw that there was regular entertainment every Thursday and Sunday nights. When *the Sentinel*, the Institute's launch, which visited the ships at anchor in the harbor, made its rounds, there was a special effort to bring the apprentices (or "reefers" as they were called) ashore for an evening at the Apprentice's Club and to religious services on Sunday.

When the new Institute was built in

1913 at 25 South Street, a spacious room was fitted out with funds provided by the Seamen's Benefit Society. Hundreds of cadets visited it each year. They ranged in age from 13 to 20, the average age being about 15.

For many years a special ship visitor at the Institute spent all of his time working with these boys, greeting them on the ships, and arranging parties and events for them ashore. He was Howard O. Wood and he became known to thousands of these lads as "the elder brother of the youngsters of the seven seas", or "elder brother" for short.

An article in the New York Times in 1912 described Wood as "a clean-cut, well-built young chap, dressed in flannels, his silk shirt whipping in the wind or encased in rubbers from head to toe, who goes out to meet the incoming ships. His card is sent aboard and, with the hospitality of the true host, the youngsters are welcomed to the port of New York."

A longer trip under sail was boredom enough for the old salt, but even more so for the restless, spirited youths penned-up for months with poor food, endless shipboard routine, hard work and, more often than not, harsh treatment from officers who inwardly

resented young men who could afford to pay for training in the school of the sailor.

Wood became so well known that a letter addressed merely to "Mr. Wood, Port of New York, USA" would reach him at the Institute.

An apprentice on the British S.S. *King Arthur* wrote this:

"You asked me to write and tell you about our trip. Well, it was pretty rotten. Storms and gales and our steering gear carried away. We rolled something awful for 36 hours. We were trying to fix the hand steering on the stern when I fell over the side. I was saved by a miracle. A wave washed me against the side and a wire was hanging down and I grabbed it. But Gibraltar was very interesting. I am looking forward to our next port, which is supposed to be Alexandria, Egypt."

Of the many letters which Wood received from the boys, the following one was among the hardest to forget. It came from England from an apprentice on a Royal Mail ship and was dated March 20, 1912.

"Dear Mr. Wood: Many thanks for your note which I received yesterday. I saw you when we sailed last time on the pier and though I was on the bridge



The Institute's first ship visiting launch, *The Sentinel*.

and 'right in the Old Man's eye' I waved back to you and thought you saw me.

"This old packet is to lie up for at least one trip on account of the coal strike and instead of letting us go on a peaceful holiday I have to go to Belfast and join the bally *Titanic*. She sails from here April 10, so now you know what to keep your weather eye open for on the 17th. I trust she will not be a hoodoo ship, but I won't pass any remarks about her until you come to dinner with me when we arrive. 'Bow-wow,' Mr. Lightoller, our last 1st, is going 1st (1st officer) on the *Titanic*, I'm pleased to say."

This young man, unfortunately, never made his dinner appointment with Mr. Wood in New York. He was lost at sea.

Many of the services provided for apprentices were made possible by the Seamen's Benefit Society, founded in 1901 by Miss Augusta De Peyster.

As a young girl she acquired a fascination with the sea and ships; and in early adulthood had inquired of her rector how she could become involved

in working for seamen in the Port of New York. He sent her to Dr. Mansfield who introduced her to the work of the Institute. Enthusiastic about what was being done there for seafarers, she organized the Seamen's Benefit Society and, together with Dr. Mansfield, explored ways of making the Society helpful to the Institute in practical ways.

Miss de Peyster enlisted prominent women of the city as patronesses of the Society. A benefit program of the Society in 1906 included such names as Mrs. Ogden Mills, Mrs. J. Pierpont Morgan, Mrs. Philip Rhinelander, Mrs. Cornelius Vanderbilt, Mrs. Alexander Van Rensselaer and Mrs. Alfred T. Mahan.

The Society purchased the little S.S. *Sentinel* and for a time financed its operation. It donated two bedrooms at the new South Street building in memory of officers and crewmen of the *Titanic*. A major and long-lasting contribution of "the group" was funding of the Apprentice's Room—informally called the "Half Deck"—at 25 South

Street and fundings its entertainment programs.

Earlier, the society also maintained a coffee bar at number 1 State Street and sponsored entertainment at 34 Pike Street.

A number of other services provided by this energetic group included a fund drive for the *Titanic* Lighthouse tower atop the Institute, from which the great light shone out over the harbor for many years in memory of all those lost on the *Titanic*. The Society also bought fruit, flowers and ice cream for seamen in hospitals and provided tickets to entertainment for seamen staying at the Institute.

Few social service organizations have so benefited from a volunteer group which sought no recognition for itself. When Miss de Peyster retired as head of the Society in 1932 she was honored at a testimonial luncheon by Board and staff for her many years of dedicated work as a volunteer devoted to programs for the Institute. Even today, the Institute benefits from a bequest given by her for its Endowment.

Poetry

THE VOYAGE OF THE BEAGLE WITH APOLOGIES TO CHARLES DARWIN

There was an old person
Who set out to sea
With a cat and a dog
And a singular flea.

And when they returned
After several days
They hopped all about
In peculiar ways.

Irene Abel

CRUSTY CHARACTERS

The lobster and the horseshoe crab,
Crustaceans of the sea,
Are ugly, hardy primitives,
But different as can be.

The lobster crawls and scavenges
In water dark and deep.
He's trapped, and sold at market
For his toothsome, tender meat.

But the horseshoe crab will amble
Onto any beach or shore
With naught to fear from man nor beast.
He's rugged to the core.

The length of time he's been around
Is incredible.
The reason for it's clear to see—
He's inedible.

Katherine B. Hope

OLD EDWARD

Old Edward settled Jamestown
With the first one hundred men
In June of sixteen-seven
When this nation just began.

And I think it shows the promise
Of a country fresh and fair
That among the great and lordly
Old Edward's name was there.

There were those who came to govern.
There were those who came to shirk.
But it's clear from John Smith's listing:
Old Edward came to work.

Irene Abel

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