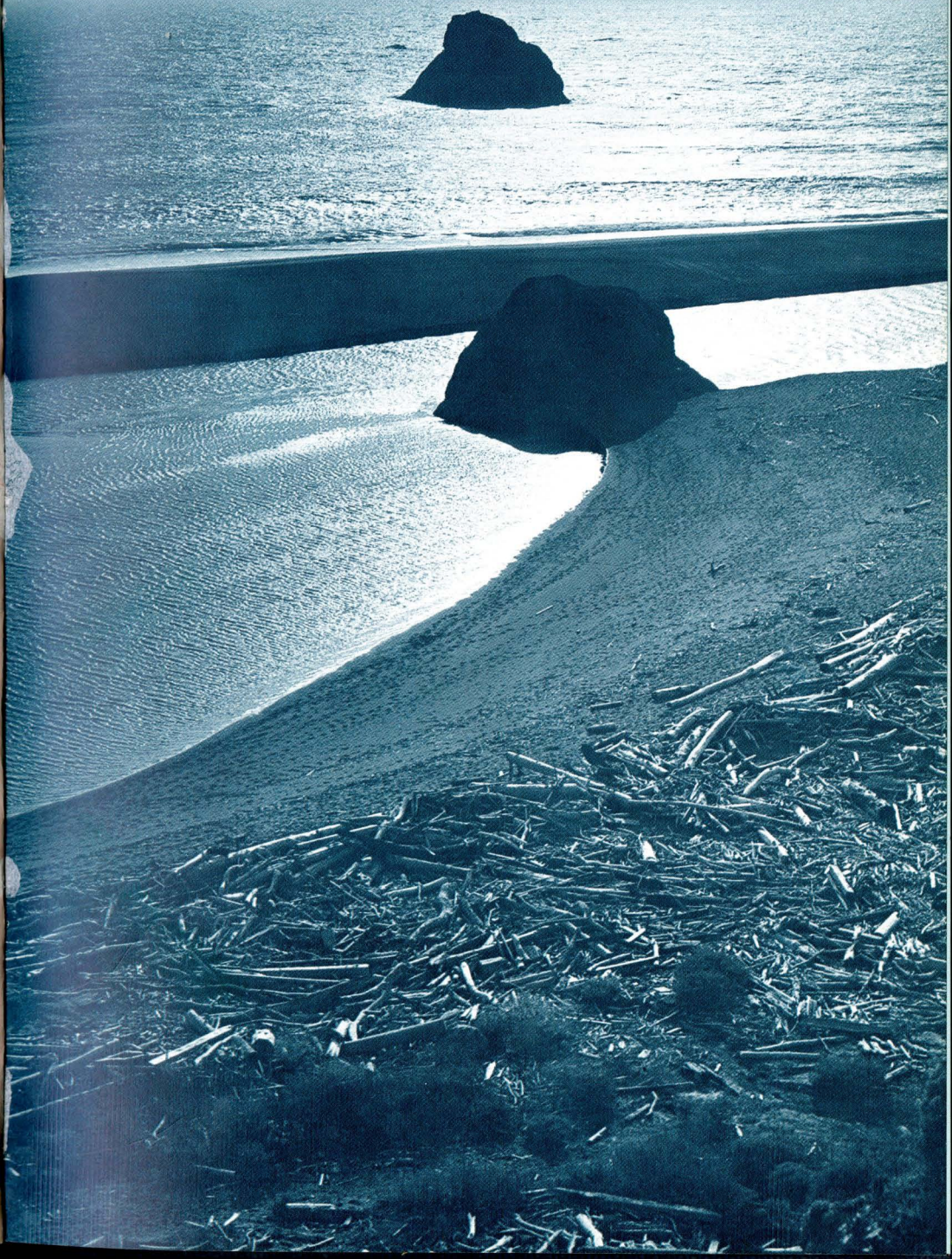
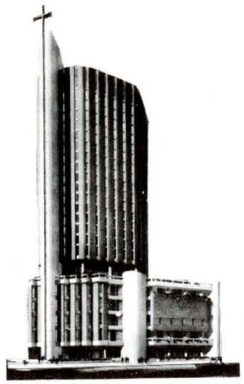
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

MAY 1977



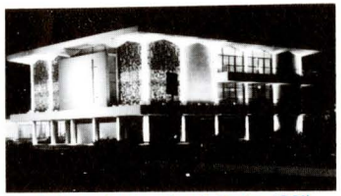
The Program of the Institute



Seamen's Church Institute
15 State Street, N.Y.C.

The Seamen's Church Institute of New York, an agency of the Episcopal Church in the Diocese of New York, is a unique organization devoted to the well-being and special interests of active merchant seamen.

More than 350,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.



Mariners International Center (SCI)
Port Newark/Elizabeth, N.J.

First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

More than 2,300 ships with over 90,000 men aboard put in at Port Newark annually, where time ashore is extremely limited.

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shipping, SCI has provided an oasis known as the Mariners International Center which offers seamen a recreational center especially constructed, designed and operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted by night) for games between ship teams.

Although 60% of the overall Institute budget is met by income from seamen and the public, the cost of special services comes from endowments and contributions. Contributions are tax-deductible.

the LOOKOUT

Vol. 68 No. 4 May 1977

SEAMEN'S CHURCH INSTITUTE OF NEW YORK
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Director

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Editor

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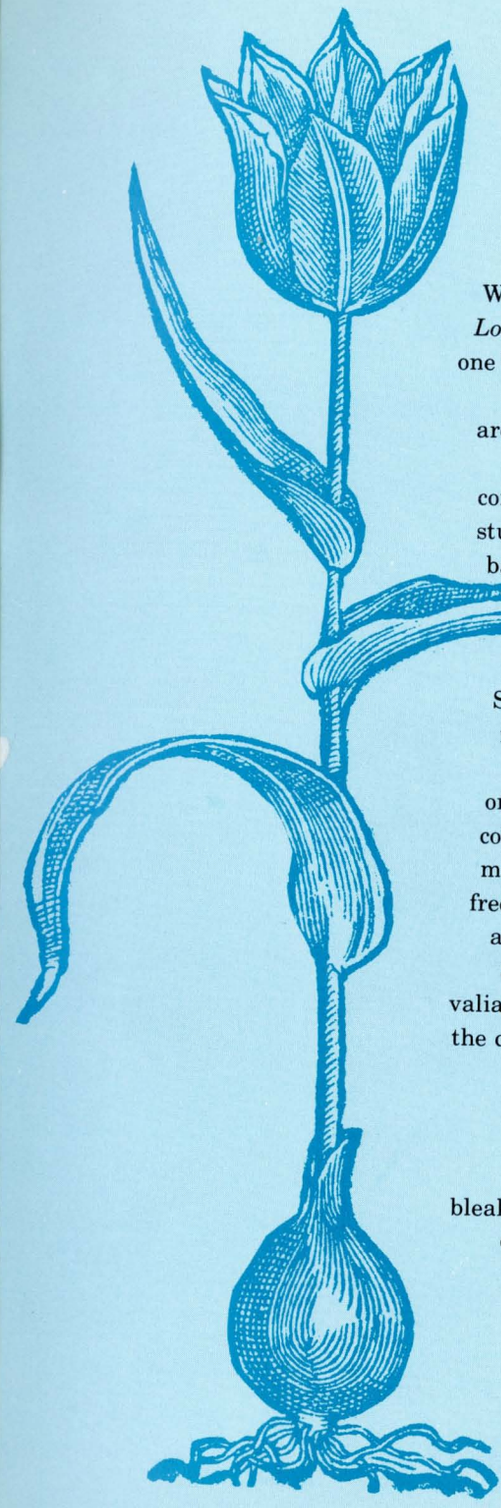


CATCHING-UP

What with the February-March edition of *the Lookout* being a combined issue and the April one being our Annual Report, we've got a lot of catching-up to do. Things have been busy around here and we'll bring you up-to-date as much as we can. In this issue, we'll also complete our tale of the *Mary Celeste,* get our students of *Oceans: Our Continuing Frontiers* back to their books, and give you a couple of very fine poems. The rest will have to wait till June or we'll never get to press.

Speaking of catching-up, we're certainly relieved that the warming breezes of Spring finally caught up with the date on the calendar. Not only was the prolonged cold playing havoc with our fuel bill, but the men aboard ship were still being buffeted by freezing winds, high seas and torrential rains as late as early April. Besides, who can get Spring Fever when the snow is still on the valiant but shivering daffodil ... not to mention the constant inconvenience of wet shoes, heavy coats and having to stay indoors much of the time.

Perhaps that's one of the reasons Easter seemed especially glorious this year. The bleakness of winter had stayed so long that we each sorely needed the beauty of Easter to renew ourselves and reaffirm our faith.

At Port Newark/Elizabeth, the Right Reverend G.E. Rath, Bishop of the Diocese of Newark and members of his diocesan staff visited our Mariners International Center. Chaplain/Manager George R. Dawson updated them on our work with seamen there within the world's largest containerport and other SCI personnel briefed them on the general operations of the Institute. Father Salvatore T. Malanga told of his work at the Center as the representative of the Archbishop of Newark.

During lunch, Bishop Rath made a generous contribution to the Institute in support of the work at the New Jersey Center, and after lunch, the diocesan staff was given a tour of the containerport.

Photos by Rick Mirjah

(Pictured left to right.)
Father Salvatore T. Malanga - Archdeacon S.E. Grant - Archdeacon H. Biggin - Father Whittemore, SCI Director - Bishop Rath - Chaplain M. Cragon, SCI Director of Special Services - Father J. Edler, Secretary of Convention of Diocese of Newark - Basile Tzanakis.

The Friends of SCI welcomed our new director, the Reverend James R. Whittemore, at a special lunch held at the Whitehall Club ... New York City's famous mecca for maritime executives. There Messrs. E.J. (Ted) Barber and Bill Shields, chairman and president respectively of Barber Steamship Lines, Inc. introduced Father Whittemore to all the Friends. Mr. James A. Farrell, Jr., chairman of Farrell Lines, Inc. and also chairman of the Friends of SCI formally welcomed the new director to New York's maritime community.

Photo by Rick Mirjah

(left to right) **Mr. Ted Barber, Mr. Bill Shields, Father James Whittemore, Mr. James A. Farrell, Jr.**

As many of our readers may have seen on television, the Institute was also the site of the recent *Argo Merchant* inquiry called by the Bureau of Maritime Affairs of Liberia.

Prior to the opening of the investigation, Liberia's Commissioner of Maritime Affairs, Mr. Gerald F.B. Cooper (pictured above center) informed local newmen that safety at sea and the protection of environment are international responsibilities which his country takes seriously ... thus the inquiry.

Mr. Jan D. Uiterwyk, task force chairman for the Liberian Shipping Council, also spoke to the press regarding the enforcement of international safety standards.

Mr. Jan D. Uiterwyk

The three week investigation was presided over by a distinguished American jurist, Judge Lawrence E. Walsh, former U.S. Federal District Judge and Deputy Attorney General. Also on the board of five were two eminent Liberian lawyers, Dr. Rocheforte L. Weeks, a former Assistant Attorney-General of Liberia and former Foreign Minister of Liberia, serving as Vice-Chairman; and Dr. Robert Tubman, Deputy Minister of Justice of Liberia and legal consultant to Her Brittanic Majesty's Diplomatic Mission to Liberia. Other members were Captain Archie Horka, former Master of various ships in United States Lines for 25 years; and Peter Govostes, United States Federal Coast Pilot.

Women's Council volunteers also braved the cold winds to tell of their work at a volunteer fair sponsored by the Metropolitan Life Insurance Company. They were one of more than 20 volunteer groups invited to participate in the four-day event. Called *Care & Share for the Big Apple,* the fair was sponsored by Metropolitan Life to encourage their employees to show concern for the welfare of others by the sharing of their time and abilities with those who need help. It was also an effort by the company to help increase the number of volunteers available to voluntary agencies

Ms. Mahon

throughout the greater New York area.

Such an effort can only be commended. The fair itself was expertly organized and run; and a true pleasure for all who participated in it. For our part, we want to especially thank the company for asking us, the volunteers who staffed our booth (all retired Met Life employees) and especially Ms. Muriel Mahon of Metropolitan Life for her personal assistance.

PART II of two parts

The Mystery of the Mary Celeste

by J. Gleichman

On December 18th, with Sir James Cochrane, Presiding Judge, the court hearing immediately opened in a vein of suspicion. The Queen's Proctor, Mr. Frederick Solly Flood, a fussy little man, said he could think of no reason why a seaworthy vessel with a cargo valued in excess of $30,000 should be abandoned in mid-sea and that he suspected foul play. Excitement in the courtroom reached a peak when Flood announced the finding of a sheathed sword under Captain Briggs' berth with several brown stains that appeared to be blood. Consul Horatio J. Sprague, representing the United States brought up the question that if the sword had been used in foul play, why wasn't it simply thrown overboard.

Cuts made with a sharp instrument were discovered on each side of her bow, several feet back from the prow and a foot or two above the waterline. They were reported to have been "very recent and not due to weather".

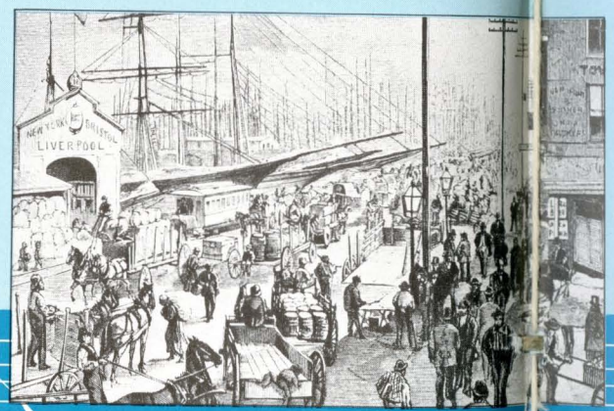
Mr. Flood reported the finding of a deep cut on the starboard top-gallant rail apparently made by an axe. Testimony by Deveau brought out the fact that he had found an old axe on board but could "form no opinion about the cause of the axe cut on the rail."

The cut in itself was not suspicious as it could have been made in the past to cut a rope overside, but when combined with the discovery nearby of brown stains on the deck that might have been blood, suspicion increased.

After casting suspicion onto Mate Oliver Deveau and the crew of the *Dei Gratia,* Mr. Flood requested that the court have the stains on the sword, rail and deck analyzed by Dr. J. Patron of Gibraltar. Strangely enough, it was to be 14 years before the results of the test would be a matter of public record. The reason for the information being withheld became obvious when the analysis disproved Flood's suspicions even though the tests were based on the crude analyzing methods of 1873.

On March 14, 1873, three months after the hearings began, the court awarded the *Dei Gratia* 1,700 pounds (at that time, worth about $8,300) for services rendered, a far cry from the $80,000 they envisioned her to be worth. No opinion was expressed as to what happened to the crew or why the brigantine was abandoned. The amount awarded the *Dei Gratia* was only a very small portion of the sworn value of the ship and cargo.

Through the years, the cause for abandoning a perfectly seaworthy vessel was the scuttlebutt around the world wherever seamen gathered during their leisure hours. The most likely theory and the one expressed by several writers, was that the *Mary Celeste* was abandoned by the Captain and crew fearing she was



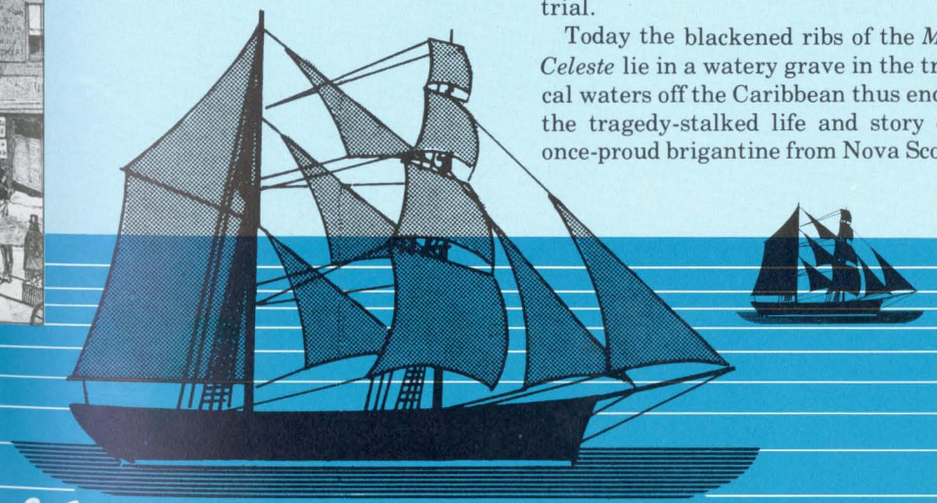
about to explode. As they approached the Azores and warmer weather, the barrels of alcohol may have begun to leak and sweat, creating a vapor. Enough pressure could have built up to blow the forward hatch cover off. Or, the Captain may have ordered the hatch opened to release the fumes. An ominous rumbling and smoke pouring forth may have alarmed the Captain ever mindful that his wife and child were aboard; and, fearing an explosion, he gave the order to abandon ship.

In their haste to leave a ship that they feared was about to explode, the crew departed with only the bare essentials, leaving their boots, oilskins and pipes. Richardson, the Mate, would have secured the chronometer and ship's papers. The Captain may then have directed one of his crew to break out a coil of rope for a towline, and removing a section of the deck railing, the yawl was lowered into the sea. Believing that the danger had passed, they may have tried to return to the *Celeste.* It is believed the date was November 25th, (the last entry made on the Captain's log slate) which according to the meteorological report from the Ponta Delgado Station in the Azores on that date, a gale force wind prevailed over this area of the Azores. It's possible that under the impact of such a wind the *Mary Celeste* may have lunged forward breaking the towline. The strong winds then having blown them too far off shore away from the nearest land, Santa Maria, leaving about 800 miles between them and the coast of Portugal. A bitter cold wind and heavy seas may have swamped the yawl capsizing the small craft and thus they died.

The story of the *Mary Celeste* does not end here. In the following years she had several owners. In 1885 she was involved in a fraudulent cargo suit against her Captain, Gilman C. Parker of Winthrop, Mass. who was accused along with the crew of collusion.

Wrecked off the island of Haiti and burned after the cargo had been removed and sold by the Captain, an insurance agent became suspicious and investigated. The Captain and three defendents were tried for barratry in the federal court at Boston. Conviction on the charge carried the death penalty. However, the case ended in a hung jury and the defendants were released. Within days one of the defendents went insane, a member of one of the shipping firms involved committed suicide, and all the firms that participated in the fraudulent cargo were bankrupt within six months after the trial.

Today the blackened ribs of the *Mary Celeste* lie in a watery grave in the tropical waters off the Caribbean thus ending the tragedy-stalked life and story of a once-proud brigantine from Nova Scotia. ■



Editor's Note:

This is the fifth of 16 articles in the series "Oceans: Our Continuing Frontier." In this article, Sir Edward Bullard discusses the motives and methods of those explorers who sought knowledge of the oceans themselves rather than the lands that lay beyond the oceans. Dr. Bullard is Professor of Geophysics at the Institute of Geophysics and Planetary Physics, University of California, San Diego. These articles, which explore the whole range of human involvement with the sea, were written for COURSES BY NEWSPAPER, a program developed by University Extension, University of California, San Diego, and funded by a grant from the National Endowment for the Humanities.

Through special permission we are offering this course to our readers in monthly installments.

The views expressed in this series are those of the authors only and do not necessarily reflect those of the University of California, the National Endowment for the Humanities or this publication.

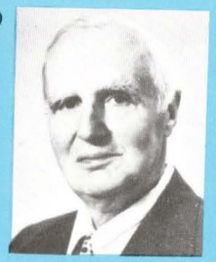
OCEANS: OUR CONTINUING FRONTIER

Lecture 5.

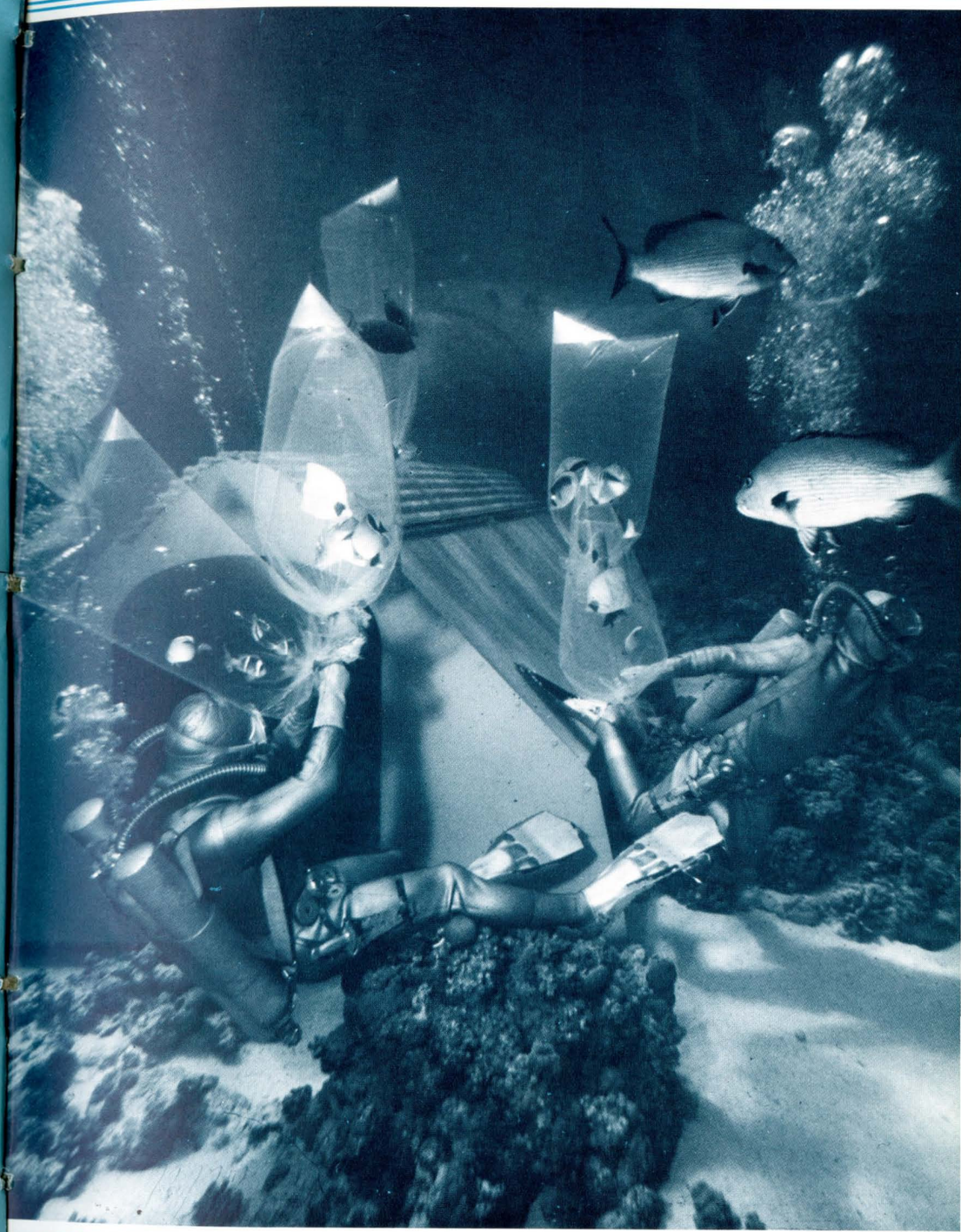
EXPLORATION OF THE SEA

by
Sir Edward Bullard

About the Author:



SIR EDWARD BULLARD is Professor of Geophysics at the Institute of Geophysics and Planetary Physics at the University of California, San Diego. He was formerly director of the National Physical Laboratory in Teddington, England, and chairman of the Department of Geodesy and Geophysics at Cambridge University, which made major breakthroughs regarding the theory of sea-floor spreading and continental drift. One of the pioneers of modern geophysical oceanography and a participant in many expeditions at sea, he was knighted in 1953. His other honors include awards from the Royal Society, the Geological Society of America, the Royal Astronomical Society, and the U.S. National Academy of Sciences.



THE great age of global exploration began in the late 15th century. Columbus, Magellan, and Cook were seeking and finding new oceans, lands, and people. For them the sea was only a highway. They needed practical knowledge about the sea, but they were not scientists, interested in it for its own sake.

Science in the modern sense, the systematic study of the world about us for intellectual satisfaction and for practical ends, starts in the 17th century. Many of the pioneers of the "new learning" were interested in the sea.

For example, in 1667, the Royal Society of London produced a set of questions addressed to mariners, and Robert Boyle wrote about "the saltiness of the sea," "the temperature of the submarine regions," and "the bottom of the sea." In 1698, the astronomer Edmund Halley took command of a ship and sailed down to the Antarctic ice in search of knowledge of the behavior of the compass at sea. So far as I know, he had never before been out of sight of land.

The results of all this scientific effort were less than spectacular. The sea was too large. The vision of great projects was there, but not the men, the means, nor the funds.

CHALLENGER EXPEDITION

The start of "modern" oceanography is usually considered, somewhat arbitrarily, to be the *Challenger* expedition of 1872. *H.M.S. Challenger* was a wooden corvette of 2,306 tons, a big ship even by modern oceanographic standards. She was normally propelled by sail but also had coal-burning steam engines which gave her more freedom of maneuver. She returned in 1876, having travelled 69,000 nautical miles and gone around the world.

The object of the expedition was primarily to extend our knowledge of the animals and plants that live in the sea, particularly those living at great depths. It was thought that primitive forms might survive in the deep sea and might throw light on the early history of life. This hunch proved to be untrue.

An immense number of specimens was collected, not only of living things but also of the waters of the oceans and from the sea floor. The results of the expedition, published over the next 20 years in 50 large volumes, were of enormous interest. Like all original and productive scientific work, they raised more questions than they answered.

WANING INTEREST

It might have been expected that this splendid start would have been followed up by other great enterprises. Interest in the deep oceans, or perhaps funds for its pursuit, died away, and oceanography relapsed into the work of small marine biological stations, many of which were founded around the turn of the century.

The biologists were interested in important problems concerning the life and fisheries in the shallow waters of the continental shelf — but the deep sea lay all unexplored, outside their reach.

It is an exaggeration to say that nothing was done in the deep sea between the *Challenger* expedition and World War II. There were great expeditions, particularly those of the *German Meteor* in the Atlantic and the *British Discovery* in the Antarctic both starting in 1925. However, the continuous, well-supported effort that was needed to make a real impression on the immense technical and conceptual problems was lacking.

The change came from the experience of the war. The effect of war was two-fold: the navy found that it knew next to nothing about the sea, and the scientists who worked with the sailors found that science need not be the poor relation of industry and the armed forces.

NEW PEOPLE, NEW METHODS

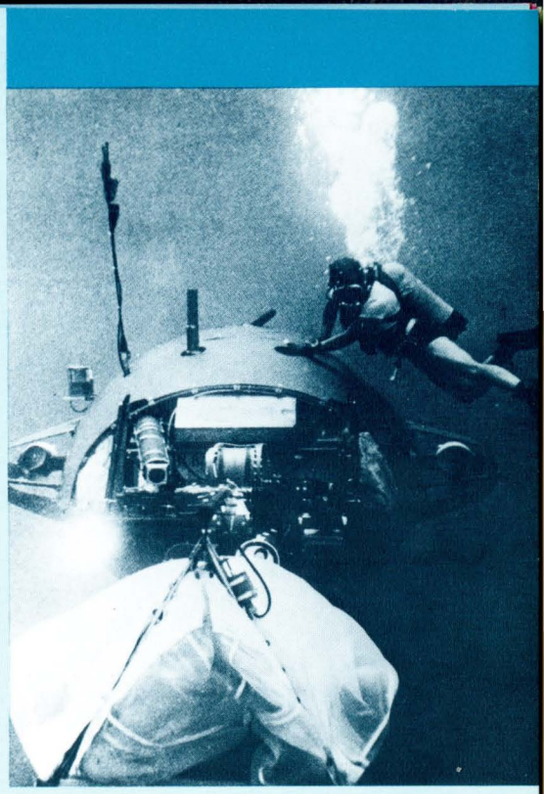
The combination of a demonstrated need for scientific information by the navy and a new outlook, particularly among the physicists, led to a wide-ranging effort to understand the oceans in all their aspects. Biology was no longer the center; it had been less neglected and was of less concern to those who had newly learned the art of charming money and ships from the federal government. The new men, Maurice Ewing, Harry Hess, Roger Revelle, and the rest, were not biologists; they were physicists, geologists, and chemists.

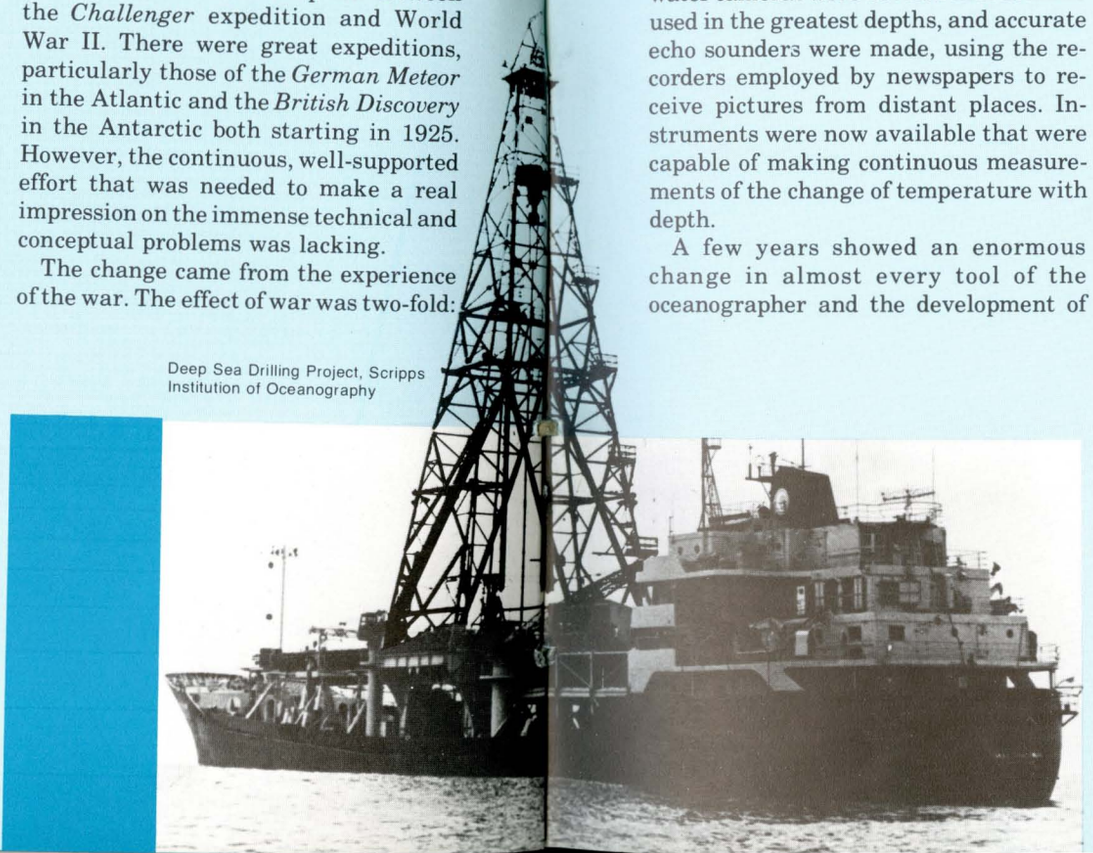
Exciting things started to happen. Before oceanography could develop far, however, new methods of observation and measurement were needed. Underwater cameras were devised that could be used in the greatest depths, and accurate echo sounders were made, using the recorders employed by newspapers to receive pictures from distant places. Instruments were now available that were capable of making continuous measurements of the change of temperature with depth.

A few years showed an enormous change in almost every tool of the oceanographer and the development of many new ones. Many once difficult operations became routine: for example, taking cores from the ocean floor; dredging rocks from the bottom; and measuring the flow of heat from the interior of the earth into the sea.

Scientists used floats that would stay at a chosen depth and signal the motion of the water as they drifted with it; they simulated earthquakes by explosions and used them to study the earth beneath the sea; and they measured the salinity of sea water without bringing up a sample.

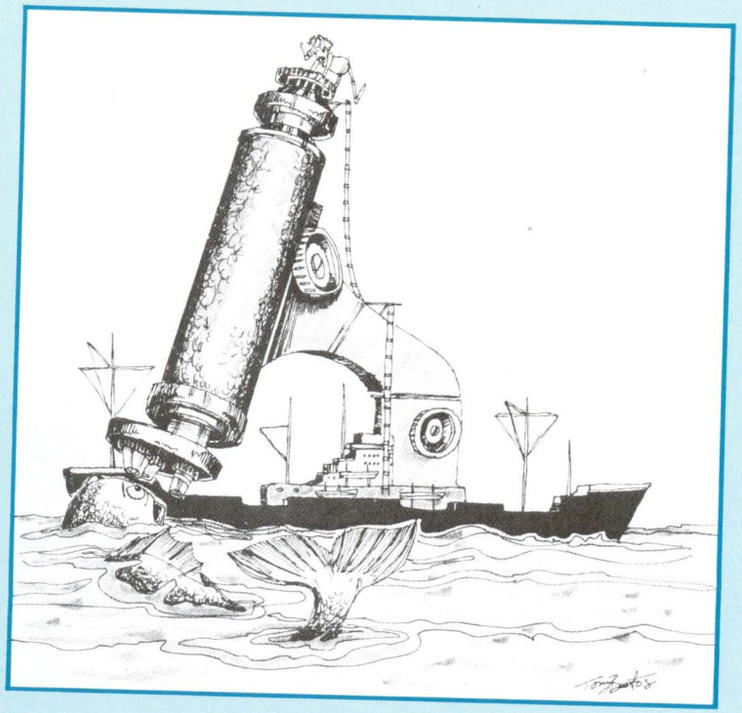
These new methods have been used in all the oceans with ever-increasing detail and in ships of increasing size. The typical oceanographic ship of the 1950's had less than half the displacement of the *Challenger*. Now we are back to about her size, which has proved best. Russian ships are much bigger, but this is a doubt-





Deep Sea Drilling Project, Scripps Institution of Oceanography

H.M.S. CHALLENGER, 1972 AND GLOMAR CHALLENGER, 1975. The expedition of H.M.S. Challenger in 1972 marked the beginning of modern oceanography. Its modern namesake carries on the work of exploring the ocean, drilling hundreds of holes in the ocean floor.



ful advantage since it requires many different groups to share the ship and easily leads to ponderous and inflexible planning.

DEEP-DIVING CRAFT

The great advances in oceanography have been made with underwater instruments and underwater collecting devices, not by sending men deep into the sea. However, there has been a vigorous and very expensive study of a variety of diving devices. The simplest is the SCUBA, developed during World War II, which frees a diver from the ponderous diving suit and air hose needed previously. Independent of his parent ship, the diver now swims freely, carrying his own air supply.

It is a wonderful way of studying the shallow seas but, alas, it cannot be used in the great depths of the ocean. There the diver must be protected from the pressure of the water by a deep-diving submarine. A considerable variety of such vehicles has been built.

There have been important achievements with some of these craft, such as the recovery of the H-bomb accidentally dropped off the coast of Spain in 1966 and the examination of the wreck of the submarine *Thresher* in 1963. They have, however, contributed little to our knowledge of the deep sea. They are expensive and time-consuming to operate, and they can do little that cannot be done as well without a man in the sea.

The initial enthusiasm for manned vehicles has declined, and it now seems likely that their main applications will be to the inspection, adjustment, and repair of underwater structures, such as wellheads and pipelines.

Recently the U.S. Deep-Sea Drilling Project has drilled several hundred holes in the oceans of the world, some to depths of several thousand feet beneath the bottom. The results, to be discussed in the next article, are giving a new view of what lies beneath the ocean floor and of the history of the oceans themselves.

* * * * *

NEXT MONTH: Sir Edward Bullard explains how our new knowledge of the oceans has given us a "New World Picture."

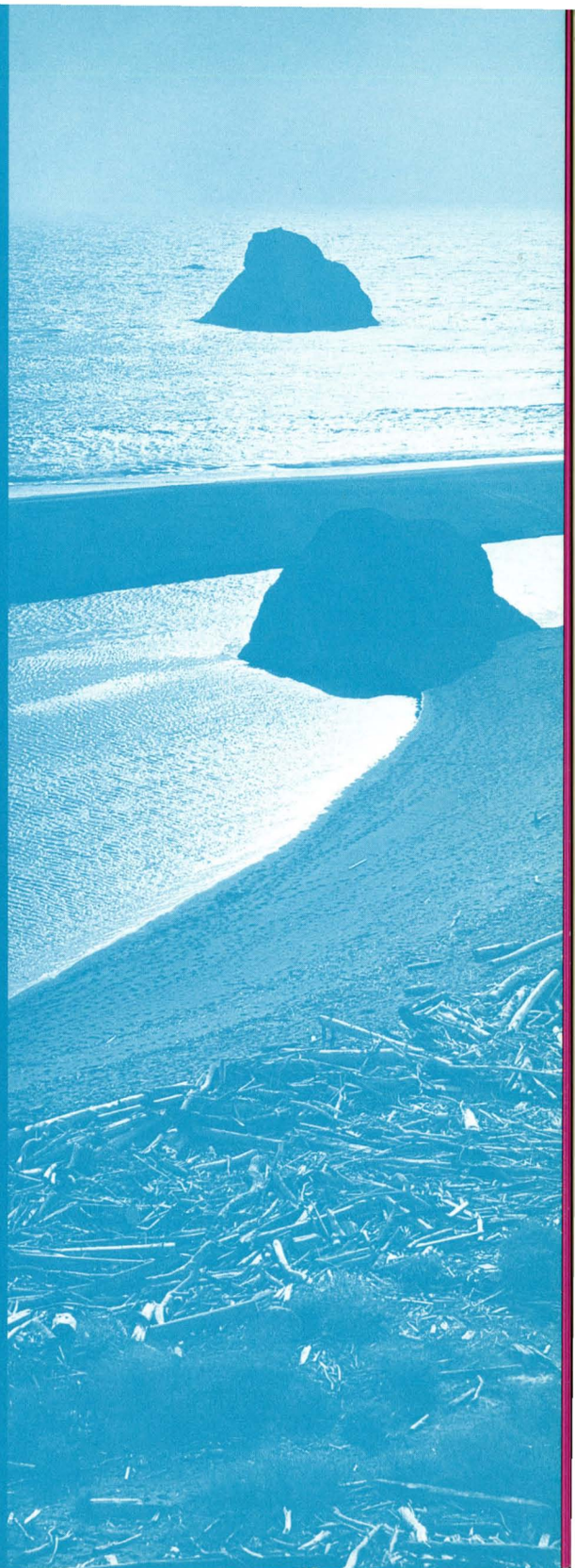
NO FINAL GLUB

A pebble skips across the water,
sinks,
"And that is all," he says.
"It must take wings and soar."
His fancy favors butterflies, it seems.

Though a pebble cast on water, sinks,
that cannot be the end.
No "glub" can be the end of anything.
Below the surface, it will fall
more leisurely,
and drift with current
until it meets a bottom
where strange things live and lie,
and there it moves with tides
and waters lashed by winds,
perhaps to grow encrusted
and be dredged with oysters,
or on barges, travel to become
a bit of wall,
or one day just perhaps
be pushed by sand and wave
onto the same old shore.

But even then, who dares
say, "That is all!"?

L.A. DAVIDSON



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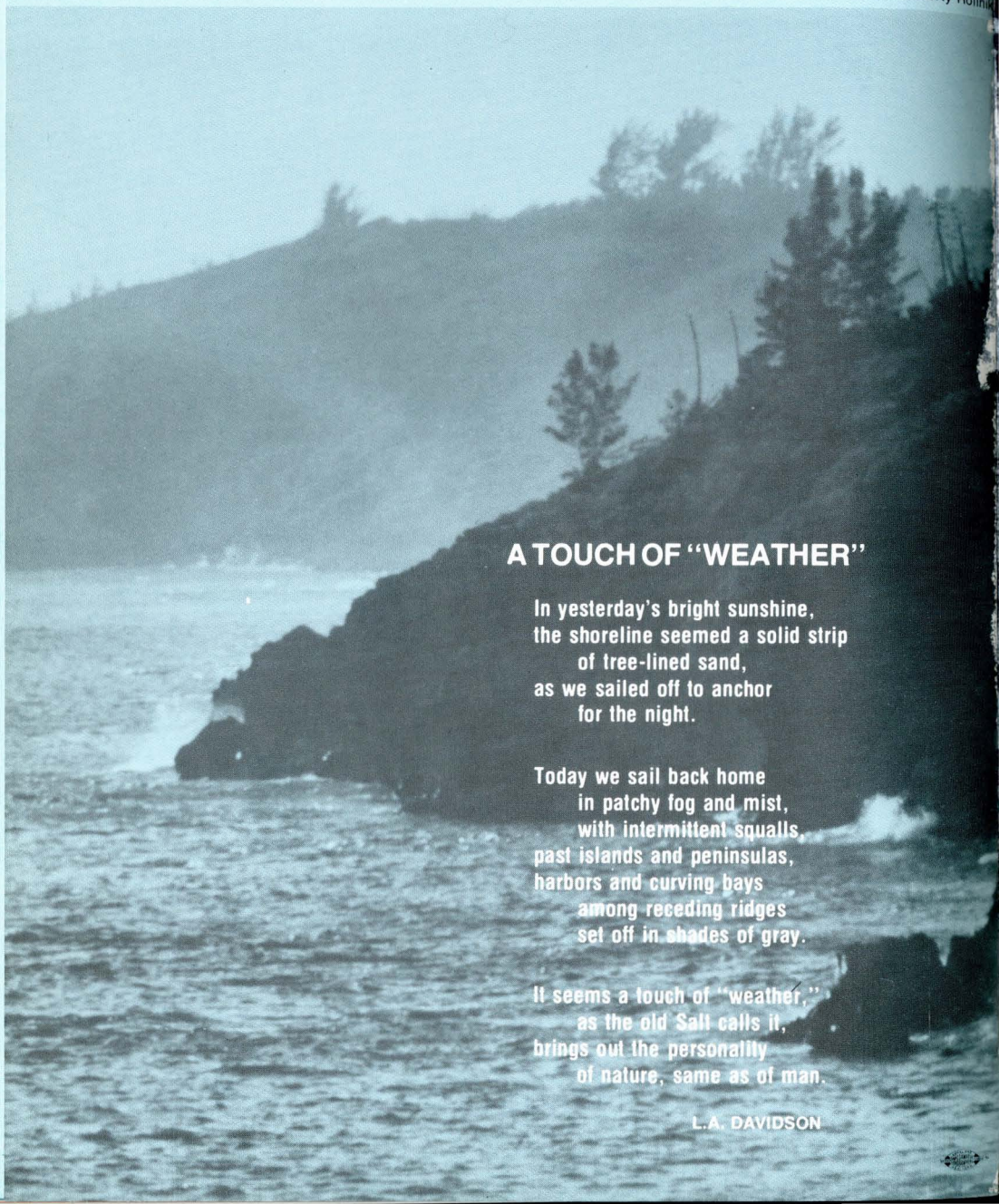

A TOUCH OF "WEATHER"

In yesterday's bright sunshine,
the shoreline seemed a solid strip
of tree-lined sand,
as we sailed off to anchor
for the night.

Today we sail back home
in patchy fog and mist,
with intermittent squalls,
past islands and peninsulas,
harbors and curving bays
among receding ridges
set off in shades of gray.

It seems a touch of "weather,"
as the old Salt calls it,
brings out the personality
of nature, same as of man.

L.A. DAVIDSON