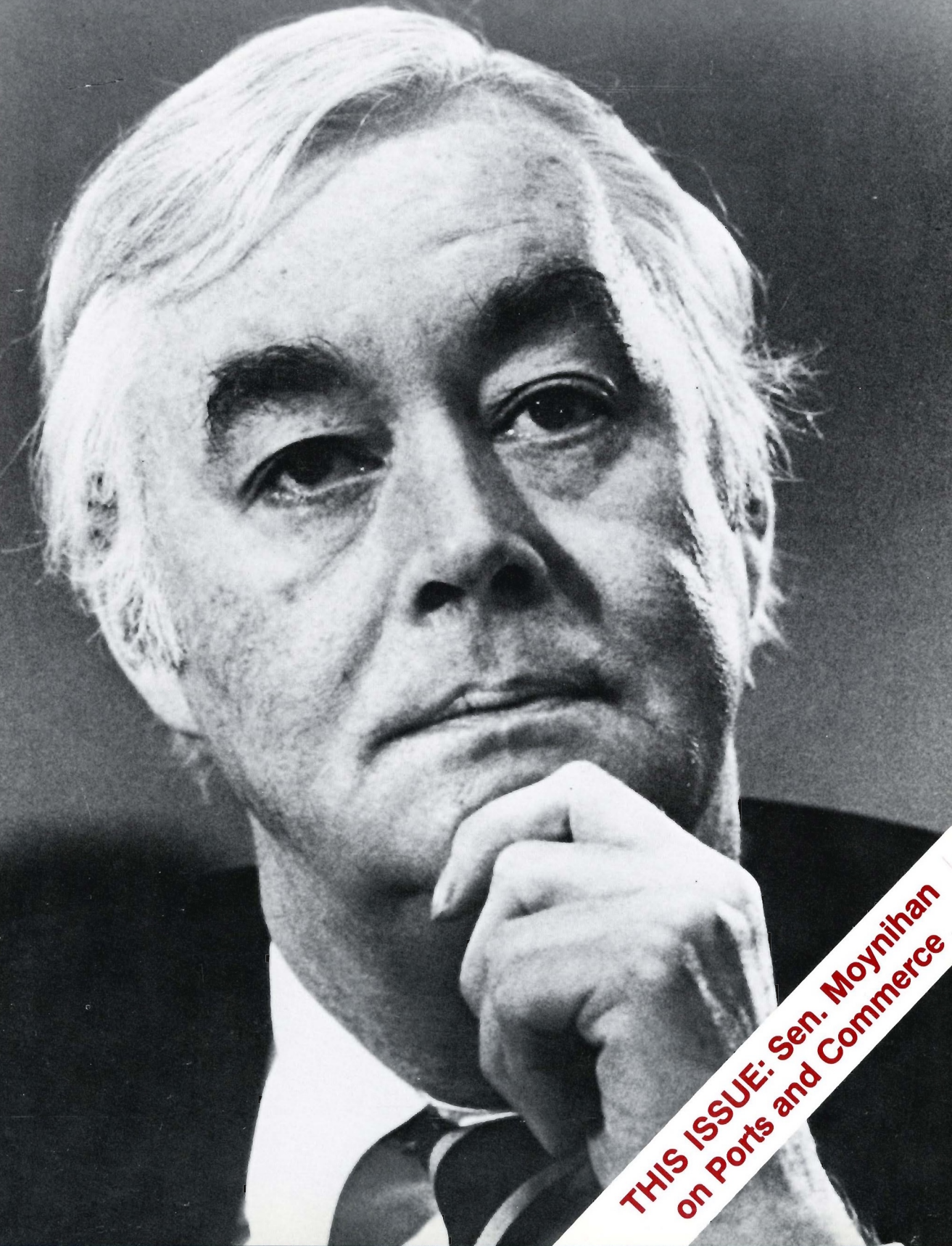


# The LOOKOUT

November 1983



**THIS ISSUE: Sen. Moynihan  
on Ports and Commerce**

Editor's Note:

Effective resource management is an essential ingredient of every successful business. For the US maritime industry and the federal government, this includes proper maintenance and improvement of the nation's harbors and waterways. The question is, who pays and how much. Senator Moynihan gives his views on this subject in this issue.

The human factor is also a crucial part of maritime resource management, and the training of ships' officers to meet new international maritime standards is becoming increasingly important. The use of specialized group training to meet specific company needs is also increasing and, as you will read, one company is using senior ships' officers to help determine and achieve company goals and objectives.

All bode well for building a safer, more productive and competitive industry.

Carlyle Windley  
Editor

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# The LOOKOUT

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### Moynihan Advocates for Better Ports and More World Trade

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## Moynihan Advocates Port User Fees

### Department of Trade & Commerce Viewed as Necessity For US Opposes Protectionism

Brilliant, tough-minded and invariably controversial, New York's Senior Senator, Daniel Patrick Moynihan is also one of Congress' most influential legislators.

After serving four presidents in cabinet or sub-cabinet posts, including US ambassador to the United Nations, Moynihan has held his Senate seat for eight years, adroitly balancing New York State's diverse and often antagonistic interests.

His concerns—including service on the intelligence and foreign affairs committee—are many; not least of which is the strengthening of the US maritime industry and improvements in the US trade position.

In Moynihan's view the maritime industry faces many issues, including a need for improvements in ports and harbors. He contends that the National Harbor Improvement and Maintenance Act (S.970) legislation introduced by Senator's Moynihan and Abdnor in April is vital to the regional and national economy.

"The degree to which we will be competitive in the export-import markets will depend on whether we keep our ports and harbor facilities modernized and accessible to the new class of superships.

"We've put the bill through several drafts, refined the language and I think we've come up with an altogether improved piece of legislation.

"The basic problem is this: Congress has not passed a major bill authorizing harbor improvements or construction since 1970. Our system of financing



Senator Moynihan joins Dart Orient Services, Inc. President Conrad Everhard and SCI Director Fr. James R. Whittemore following the Senator's keynote address at a recent dinner honoring Mr. Everhard.

the improvements to keep American ports, waterways and harbors competitive is not working."

The Senator contends that "We had better take notice of the fact, else we'll wake up one day and discover that we

have lost all our pre-eminence in the world shipping industry.

"The number of US flag cargo vessels dropped by half over the decade of the 1970's—from 523 to 256. We had half as many liner companies at the end of

the decade. In 1965, we were second in the world in terms of deadweight tons, by 1980 we were eighth.

"It cannot be a mere coincidence that during the 1970's we did not pass a single, significant ports and harbor bill.

"And this is an issue not only for the maritime industry, but for the entire US economy. Jobs are at stake. We lost almost 10,000 of them during the 1970's, that is, jobs aboard US ships," he notes.

Looking ahead, coal is one opportunity for expanding US exports, Moynihan believes, if the proper handling facilities are in place. "The US has larger coal reserves than any other country—31 percent of the world's supply. Our share of the world market could increase to 200 million tons by the next century. But it won't if we don't improve our facilities." What can be done?

Moynihan also argues that a historical perspective is essential to developing a sound maritime policy.

"The federal involvement in maintaining ports and harbors goes back 160 years. We had a national program, as such, long before we had Social Security or a Defense Department or the FBI.

"Chief Justice Marshall wrote the opinion for the Supreme Court in 1824—I believe that's the date—in *Gibbon vs. Ogden* that established the federal government's responsibility in these matters. In that same year, Congress passed the first waterway improvement bill—a measure to allow the Army Corps of Engineers to carry out "snagging and clearing" operations on the Mississippi and Ohio rivers. Now we have snags of an entirely different sort and they had better be cleared away."

How does Moynihan's bill differ from those introduced by Senator Hatfield



Senator Moynihan and his wife, Elizabeth, during an August '82 inspection tour of the New York State Barge Canal.

and others that also calls for port and harbor improvements? Primarily over users fees.

"Well, let's be clear in the first instance that the bills are directed towards the same purpose—that is, improving our port, harbor and waterway facilities. And that is an important recognition. There are more people thinking about this matter in Congress and with that, I suppose, comes a better chance that we might pass a bill this year.

"Our bills differ in the way in which the user fee would be levied. My bill is tonnage based, with the fee rising to a maximum of \$0.16 per ton by 1988. The other measure is an *ad valorem* uniform tax assessed at \$0.0005 per dollar value of cargo. There are additional differences in the funding mechanism—general treasury versus a trust fund."

The cost-sharing provisions are also different. S.970 (the Moynihan bill) calls for 60 percent non-federal contribution for dredging between 20 and 45 feet and 75 percent for projects deeper than 45 feet. The comparative shares in the Hatfield bill are 20 percent for projects 24 to 35 feet, 25 percent for projects between 36 and 40 feet and a sliding scale for projects deeper.

"The other main difference is in the way the two bills approach the subject of new construction," Moynihan believes. "We both provide for a special credit to be earned by those ports that account for more revenue than what's needed for basic operations and maintenance dredging."

What are the chances that a bill will be passed this year?

"I've made it a habit not to predict what congress will do—especially over the last year or so. But we do have more interest and more support than in the past. I think the ports are coming to realize that some user fee is the only way we will break the deadlock over a funding bill. All that's left, really, is to fine tune the legislation. It can be done

and it will. Whether this year or the next is difficult to say."

Also of concern to Moynihan is a belief that the Department of Commerce be transformed into a department with responsibility for international trade.

"I have introduced a bill (S.21) that would pick up the trade-related functions now scattered among a half dozen cabinet-level departments and a nearly equal number of independent agencies and transfer their duties to the Commerce Department, which would be renamed the Department of Trade and Commerce. The proposal is different from the one now endorsed by the Reagan administration and pending in the Senate Government Affairs Committee, chaired by Senator Roth (R., Del)," he explains.

"The notion is quite simple. We now endure an organizational dilemma that leaves everyone responsible for trade. And one of the first rules of government is that when everyone is responsible, no one is.

"The Commerce Department has languished somewhat since the days of Herbert Hoover—the only Commerce Secretary ever to become President—and it really doesn't have much to do. We should make it the principle advocate of a coordinated trade policy. Else we will wind up, bit by bit, sliding sideways towards protectionism. We have the laws and the procedures for enforcing fairness in international trade. We have the GATT (General Agreements on Tariffs and Trade). Alan Wolff (former Deputy US Trade Representative) makes a good point when he says America does not have a trade strategy, although it does have a trade policy. It seems to me, often as not, that our policy is to have no strategy. A cabinet-level Department made up of existing agencies and personnel (mind, we are perhaps more concerned than the administration, with its proposal, that we not increase the size of the

bureaucracy) would bring a little more coherence to the subject of trade."

While denying any presidential aspirations for 1984, Moynihan does not deny an affinity for the maritime. He received a bachelor of Naval Science degree from Tufts University and served during World War II. "To be quite candid, I loved every moment of it. The sea and ships and guns and the crew were all one could ask. The Navy of 1944 was part of a long history, a proud history. This was, of course, before the fleet became a weapons system unto itself.

"What had not changed much in the history of the Navy prior to World War II were basic notions of strategy and doctrine. Perry could have commanded our flotillas, as Nimitz could have commanded his.

"What is different now is the sense in which the Navy has become a global force, capable through advanced communications of coordinated action and response anywhere at sea. And that of course is the history of our time—the history of the nuclear era and of strategic doctrine."

What of the Reagan administration? While as a Democrat representing a heavily Democratic constituency Moynihan is guarded, "but I will say that I find a striking change in the Reagan administration as it approaches the 1984 Presidential election year. There is a seeming transformation taking place, turning an administration that came to power avowedly as a government of the right, into a government that is reaching for a more moderate center."

While Moynihan's critics find him an enigma, his admirers and allies look forward to his sustained contribution to the nation and the state of New York.

George Dooley

## SHIPS' OFFICERS PART OF MANAGEMENT TEAM AT APL

In a recent conversation with W. Bruce Seaton, President of American President Lines, it became abundantly clear that his company cares about its people at sea and ashore.

Far too many other shipping companies, even today, hand down unilateral decisions, permit no input from shipboard personnel in carrying out new programs, and foster a "them" and "us" attitude that sets shoreside and shipboard personnel in opposition. Consequently, many seafarers are convinced that their employers' drive for profits outweighs any concern for the individual's welfare. As one company executive said a few years ago: "The best view of one of my ships is her fantail as she sails . . ."

That is not the way that APL executives see their ships and seagoing personnel. Dorman L. Commons (Chairman of the Board, and President to Natomas when that company assumed active control of APL in 1977) said: "I see an APL ship steaming through the Golden Gate, and I realize the value of the ship's Master and Chief Engineer . . . who are in charge of about fifty million dollars' worth of company assets . . ." Mr. Commons and Mr. Seaton appreciate the role of senior officers ("ship managers") in the company's financial success. They have also fostered a remarkable team spirit while simultaneously striving to recognize individual talent and to develop each person's potential.

As an example of such recognition, Mr. Seaton cited Joji Hayashi: "George" Hayashi started out with the company as a purser-trainee in 1964—and on May 3, 1983 was appointed Executive Vice President of APL. I have witnessed many other examples of



"Teamwork" is a key concept—and includes development of a "bridge team" with redefined roles that include the Chief Mate as "Master-in-Training," brought off the focsle head and on to the bridge for arrival and departure. (Photo aboard SS President Kennedy)

APL's appreciation of individual talent. For example, a deck officer who had submitted ideas for computer programming was invited to work ashore for several months, and to put his ideas into practice at the Oakland loading berth.

APL executives regard seagoing personnel as "an integral, vital part of the whole company structure." Senior

officers ("ship managers") are kept fully informed about all aspects of the company's productivity goals, financial commitment, and philosophy. The company has made a determined effort to establish an ongoing dialogue

<sup>1</sup>That figure can now be increased: Each of the new diesel-powered containerships cost more than one hundred million dollars—quite a contrast to the two- or three-million valuation of a breakbulk ship in 1963.

between shoreside and seagoing personnel, and to involve shipboard personnel in management decisions. As Marine Superintendent Carl M. Larkin points out: "Each time you involve key personnel in the decision-making process, they come more into the family."

Chief Engineer Tom Percival of S.S. *President Madison* said: "Our input is not only accepted but *encouraged*." He also noted the value of APL's unique three-day seminars—which Captain Wasilewski (Master of the *Madison*) and other officers agree play an important part in "bridging the gap between shoreside and shipboard personnel." Captain Larkin—implementing the ideas of Mr. Commons and Mr. Seaton—has been the guiding force in the ongoing success story of these seminars during the past five years.

The seminar attendance roster typically includes not only Mr. Seaton and Mr. Commons but also most senior vice presidents. Men and women ashore who are in charge of traffic, sales, equipment, logistics, etc., meet with masters, chief officers, chief engineers, and first assistant engineers (all of whom are encouraged to spend part of their vacation time in such "interfacing" with the company, as well as in formal education—at union-sponsored classes, or APL in-house instruction, such as a recent series on the company's SIRIUS computer program.) Wives are invited to accompany their husbands to Oakland, welcomed to the hotel with chocolates and flowers, and included in the seminar's dinners and the social hour which provides further opportunities for informal discussions.

Topics at the seminars include energy conservation, operating costs, preventive maintenance, and labor management. Award ceremonies recognize achievements in seamanship, safety, and cost control.



*MV President Washington*, one of APL's three C-9s, first U.S.-built diesel-powered containerships, and the largest. During the design phase, the company asked ship officers for their ideas on engine room, bridge, and other areas.

Workshops set up by class of vessel permit officers to exchange ideas that directly affect their own Seamaster, Pacesetter, or C-9 containership. Rather than turning aside questions with the traditional shoreside response "it's none of your business," APL's top management people tell ships' officers about the company's concerns and priorities.

Captain Eugene M. Olsen (Master of *MV President Monroe*) spoke enthusiastically about the improved communications between shoreside and seagoing personnel in recent

years, and the way in which the officers' comments are acted upon, "so that we feel more pride in company operations." As Captain Gary M. Schmidt (Master of *MV President Washington*) said: "We're encouraged to voice our opinions on just about anything that we see that affects the overall operation of the company. I have yet to attend a seminar that didn't result in a policy change within a month. That indicates that the top level management people are really listening."

Officers learning more about corporate goals and operating problems soon realize, as one officer noted recently, that "APL wants to keep their shippers happy; but they are also concerned with keeping people on their ships happy." Ships' officers also discover that they are "an integral part of the management team." Teamwork is a key concept at APL: they have even developed the idea of a bridge "team", for as Captain Larkin points out: "There is no place aboard modern ships for the old rugged individualism." Another change has been in the chief officer's

role—taken off the focsle head and given his due recognition as "Master-in-Training".

Officers working for most other companies say that they only hear from shoreside personnel if something goes wrong. But APL recognizes the importance of positive motivation, and of showing that their interest extends beyond eight-to-five business. Chief Officer Robert M. Kopcsik (*MV President Washington*) noted the contrast between APL and other companies he has worked for:

"Captain Larkin didn't *have* to come down when we arrived on a rainy Saturday morning, but he came aboard just to see how we were getting along. That shows a high degree of interest. It gave us a nice feeling."

Aboard APL ships, this writer has observed many examples of the ways in which the company philosophy, encouraging executives to listen to seagoing personnel "with respect, dignity, and integrity" has affected everyone's attitudes. For example, one waitress in the officers' saloon was a young working mother, whose small boy was looked after by granny while she was at sea. During a brief San Pedro call, granny brought Junior down to visit Mom. It was just at the end of the meal hour—and as he left the dining room the Captain caught a glimpse of the visitors. Five minutes later, waitress and family were seated at his table—as his guests—enjoying lunch. Or consider cadets, who often suffer through a common view that they are "useless". Aboard APL ships, everyone from Master on down is eager to encourage and teach even the most unpromising beginner—sometimes commenting: "The cadet keeps me on my toes!"

Respect for each person's ideas and concern for everyone's welfare determined many of the design features aboard the new *MV President Washington* and her sister-ships, not only in technical areas (e.g., bridge design) but also in "liveability." "Men and women are aboard for at least six months of the year and it's up to us to make their seagoing home as comfortable as possible": so APL provided maximum individual comfort and privacy as well as athletic facilities and aesthetic pleasures. All the men and women interviewed were happy with the results, commenting on the peace provided by double sound insulation in the bulkheads and the spacious individual accommodations



A typical scene at one of APL's seminars, where shoreside executives and operations people have an ongoing dialogue that has helped develop positive attitudes and top efficiency. From left to right: W. B. Hubbard, Senior Vice President, American President Lines; D. L. Commons, Chairman of American President Lines and President of Natomas; and Captain C. M. Larkin, Marine Superintendent, Marine Operations—at a 1982 seminar (tables in background are where participants including the ships' officers will continue their day-long discussions).

(with suites for some officers). As one crew member said: "It's good to reach into the refrigerator for a cold drink when you come off watch, and then enjoy a movie . . ." Exercise facilities are so far ahead of other American ships that crew members say: "We have never seen anything like it: it takes a bit of getting used to." But even the most sedentary—who are more accustomed to playing cards or dominoes—are finding that a half hour in the pool or on the bicycle feels pretty good. They appreciate that "APL has really tried to make us comfortable and happy."

Providing accommodations and facilities, of course, is not the whole story. Companies who are losing money, who continue to leave unanswered letters and phone calls from men and women aboard their ships, and who regard their masters as "overpaid truck drivers" might well reflect on the attitude of APL's management, who say: "We want you, and we need you." Respecting the needs and opinions of seagoing personnel, and involving them with shoreside staff has improved morale

aboard ship, and even converted the men and women working for APL into dedicated goodwill ambassadors.

A shipping company that becomes a caring company—caring about the welfare of every employee and not just worrying about company profits and shippers' needs—is also a successful one.<sup>2</sup> Recognition of the seafarers whose work earns dollars for the shareholders back home pays rich dividends. American President Lines' policy not only makes for a "happy" ship but recent financial reports indicate that their caring policy is also very good for business!

Gwenn Boardman Petersen

<sup>2</sup>Responding to questions about the reasons for APL's high annual profits of \$46 million from 1978-1981, Mr. Seaton also referred to the company's sound management; reorganization (from a conventional shipping company into a "total intermodal transportation company"); and better communications. Mr. Seaton (who was also Executive Vice President of Natomas from 1977-1983, when he was appointed President of Natomas, while continuing as APL President) noted the contrast between this "new" APL and earlier years, e.g. 1967-1977, when annual profits averaged only \$4.7 million, and one year saw a loss of \$10 million.

#### About the Author:

Gwenn Boardman Petersen first put to sea in 1963 when an appointment as professor of English literature at Kobe College (Japan) necessitated her moving from London a trunkload of books and teaching notes, and herself across the Pacific via ship.

Since that time, as a photo/journalist and academician, she has logged 300,000 nautical miles, visited ports in more than 30 countries, written numerous maritime articles and collaborated on several textbooks on ships and shipping.

She holds a US Merchant Mariners' Document and in 1975 married Pacific Far East Lines' Captain Henry Petersen who is currently Master of Farrell Lines' SS *Austral Rainbow*.

In the last several years, as part of a writing assignment, she has travelled aboard six APL vessels and interviewed hundreds of seafaring men and women and shorebased maritime personnel.



## Special Seafarers' Center at Passenger Ship Terminal

June to late October is the height of New York City's passenger ship season. Every weekend luxury liners such as the *QE2*, *Volendam*, *Oceanic*, *Britannus*, *Scandinavia*, and *Royal Viking Sea* arrive at the vast modern Hudson River passenger ship terminal off 51st Street operated by the Port Authority of NY & NJ.

Aboard the vessels are thousands of travellers from dozens of nations. Also aboard are 2000 to 3000 crew and officers who provide the skills and services for which these vessels are so justly famous.

But work for these seafarers does not end with the 8am arrival of the vessels on a Saturday or Sunday morning. In less than eight hours they must discharge their passengers, take on stores and make ready for the thousands of new passengers who will soon embark for the 4pm sailing that same day.

To provide some place for seafarers to have a few minutes of their own ashore before the ships sail again, the Institute and the Port Authority operate a weekend Seafarers' Center for them.

Under the direction of the PA's General Manager of Facilities, Derwood Hall and its Manager of New York Marine Terminals, Jens Rommerdahl, a spacious and comfortable lounge has been created on the second level of the terminal near the heart of the berthing area. The Institute, in conjunction with the Seamen's House YMCA, staffs the operation providing stamps, refreshments, current reading material, TV and most importantly, assistance with overseas telephone calls or emergency personal assistance.

While only a fraction of a vessel's total crew is able to utilize the Center, approximately 250 seafarers do so on a

given day and as many as 175 telephone calls have been put through within a four hour period. Telephone contact with families abroad is especially important for seafarers at sea for extended periods of time; particularly when with today's satellite weather reports, families know that their loved ones have been sailing through storms or rough weather on the high seas.

For the Port Authority and Institute, the Center is one way of providing seafarers a little rest and relaxation before they are on the job at sea again.



Overseas call time at West side Seafarers' Center.

### Centennial Congratulations

The Institute extends its best wishes and congratulations to its friend, neighbor, and member of the Institute's Board of Managers, Monsignor James G. Wilders and his pastorate, the Church of Our Lady of the Rosary, which celebrated its 100th Anniversary this past October eighth. The Church is also the site of the Shrine of Saint Elizabeth Ann Seton who lived on the site of the church beginning in 1801 and who was declared the first American-born saint nearly 175 years later.

### Virginia Sherwood Briggs

The Institute notes with sorrow the death of Virginia Sherwood Briggs, former editor of *the Lookout*, a devoted and valued friend of the Institute and a true friend of seamen.

### Samuel Stretch Memorial Fund

The Lookout regrets that in the listing of memorial gifts made to the Institute in 1982 (Aug. '83 issue), the name of Samuel Stretch was inadvertently omitted. This memorial was established by his nephew, George Stretch, who annually contributes to this memorial fund.

## SCI Maritime Education Expands

Edinburgh and Houston, Bermuda, Seattle and Fargo, North Dakota may have little in common, but to the Education Division of the Seamen's Church Institute, they are keys to growth and leadership in maritime education. For example . . .

- A shipping seminar for manufacturers and exporters, is scheduled for Fargo this fall.
- The cruise ships *Atlantic* and *Oceanic* were the at-sea site for two weeks of fire fighting training for more than 60 Home Line officers which culminated with two days of simulated fire practice in Bermuda, the vessels' port of call.
- Exxon sponsored a three-day course for its staff in Houston covering Inert Gas and Terminal Operations.

Frank Huntington, Director of the Institute's Education Division sees the need for quality maritime education as nationwide—no longer confined to on-site instruction at SCI's New York headquarters.

"The need for specialized education and training for seafarers," Huntington argues, "is accelerating. This includes sophisticated advanced instruction for officers. And more and more we are taking our courses on the road to where the people are."

Allied to off-site education, Huntington sees a growing desire for individual companies to train their staff as a group, matching the expertise of the Institute's faculty to the specific needs of the company.

"Both the Merchant Marine School and the Roosevelt Institute have responded to the individual seeking training. This is vital. But increasingly, organizations want instruction tailored to specific problems and to their own operations. More courses must be custom designed and we are doing this successfully."

One example is a two-week Rules of the Road course taught in Seattle by Cmdr. George Munkenbeck, Director of the divisions' Radar School, and a recognized authority on safety-at-sea. Attendees were US Coast Guard personnel.

Another trend is the need for courses in "high tech" areas such as tanker safety, hazardous cargo handling, advanced radar training and bridge teamwork under emergency conditions.

Recently completed at SCI's State Street headquarters are two mini-bridges linked to radar simulators. This allows teams of students to practice collision avoidance problems and other critical decision making scenarios.



Two officers practice radar plotting skills in the Advanced Radar Training Program taught by the Institute.

"We can effectively simulate at-sea emergency conditions, bridge teamwork, and handling crises at sea," Huntington notes. The simulator includes steering stands, engine controls as well as Automatic Radar Plotting Aid units and Solartron Radar Simulators. "We can expand the facility on a modular basis as demand and budget allow," he states.

"This allows the Education Division to provide quality instruction—to individuals and groups—across the board," says David Wood, the Division's Operations Officer, and an experienced seafarer himself.

One key to the Institute's success has been to attract and retain experienced faculty members who not only know the maritime industry, including specific technical areas but who have the ability to coach and motivate students to master complex subjects.

A cooperative program with the Leith Nautical College of Edinburgh has brought together the expertise of the two institutions on port terminal operations and inert gas systems. "No single company—nor school—can have all of



Home Line officers and Radar School Director Cmdr. George Munkenbeck (top-right) following the final session of the officers' Radar Observer Course.

the expertise it needs. Seminars and special intensive courses can be critical advantages," Wood asserts. "There is a growing spirit of cooperation and sharing of knowledge."

One stimulus has been recent international regulatory changes requiring new levels of training and certification in such areas as radar, fire fighting, and tanker safety.

"While all nations will be held responsible for enforcing these standards, nations such as Liberia are the first to change," Huntington notes. "The Liberian Bureau of Maritime Affairs is aggressively introducing new standards of performance that are conforming to International Maritime Organization dictates. Based on our training experience with them, they seem willing to go the extra mile. The bottom line is better managed ships, improved safety and lower risks."

"In addition, our shipping lanes are crowded," Wood says. "Harbors and inland waterways are crowded—often with ships carrying hazardous cargoes. Furthermore, the presence of new types of fast moving vessels such as hydrofoils—widely used in Europe—can create new and unfamiliar hazards. Safety-at-sea is not an abstraction but a result of individual skills and teamwork."

"Despite the recent, prolonged recession in shipping, the demand for highly skilled, technically proficient, crewmen and officers remains," Huntington argues. "Allied to this is, of course, the demand for the shoreside skills in terminal operations and containerization and intermodal techniques—as well as basic management and marketing skills essential to shippers and steamship lines."

"The overall curriculum has a comprehensive mix of courses for ships officers and shore personnel. But innovation is the key. For example, to assist a company in meeting the new Liberian standards, our faculty utilized its years of experience in fire fighting not only to provide a new course meeting new standards but to deliver the course on board, at sea, at the company's convenience."

Problems? There are plenty. Huntington would like to find additional areas for fire fighting field practice; more classroom space and add even more up-to-the minute instructional equipment.

While concerned with the industry's future growth, Huntington believes that the Merchant Marine, Radar and Roosevelt schools are meeting the Institute's mandate to serve the seafarers and the industry and to contribute meaningfully to safety-at-sea and efficiency ashore. "Whether we are in Seattle, Port Newark or Houston we are helping develop the skills which save lives, ships and cargo, and yield a return on investment," Huntington concludes.



Field training for ship's officers at the government of Bermuda's fire training facility outside Hamilton.

## The Deutschland Saga

### WW I merchant U-boat runs British blockade; Carries US war goods to Germany; Tragedy mars last departure

Among the thousands of words written about the German U-boat campaign in World War I there are very few concerning Germany's dire need for and success in trading with the United States in certain types of material. The epic voyages of the German merchant submarine *Deutschland* to the American ports of Baltimore and New London in 1916 received much local press attention at the time even though the last visit of the vessel, ending in tragedy, was overshadowed nationally by the Presidential election in which

Charles Evans Hughes was narrowly defeated by the incumbent, Woodrow Wilson.

Americans, and presumably the British, were startled to learn that on July 9, 1916 the German vessel *Deutschland*, a so-called mercantile U-boat arrived in the port of Baltimore after a voyage of less than four weeks from Bremen. The submarine had broken through the British North Sea blockade and had arrived with a cargo of chemicals, dyes and precious stones after an uneventful voyage across the Atlantic. In August, the *Deutschland*, a blockade runner sponsored by a German shipping line, returned successfully to Bremen carrying a valuable cargo of nickel, tin and rubber, all badly needed basic war materials. (A sister vessel, *Bremen*, had been lost with all hands

on her maiden voyage. Most histories have omitted further mention of these most unusual cargo carriers because of the overriding news of the success of unrestricted submarine warfare carried on in 1916 by the German U-boats and the heat of the political struggle for the Presidency between Hughes and Wilson.)

*Deutschland*, according to newspaper accounts, reloaded and left Bremen on October 10, 1916, arriving three weeks later at New London, Connecticut on November 1. Coincidentally, her arrival at 2:15 am was the first docking of a commercial vessel at the new Connecticut State Pier which had been built in an effort to regain the port's past maritime importance.

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It had been rumored for weeks by unsubstantiated reports from Switzerland that the *Deutschland* was on her way to the United States and that she would probably make either Newport or New London her port of call. A repeat docking at Baltimore was said to have been cancelled due to the blockading activities of the British Navy off the Virginia Capes and the Chesapeake Bay.

The U-boat was discovered by the searchlight of the US dredge *Atlantic* which was working around the clock deepening and widening the ship channel to the port of New London and the State Pier. The dredge broadcast by radio (then called wireless) the news of the arrival of the vessel off Southwest (now usually called New London) Ledge. The tug *T.A. Scott, Jr.* (later the focus of tragic happenings) was ordered to put out with Captain Frederick Hinsch of the Eastern Forwarding Company, consignee of the submarine's cargo, and the health officer of the port, Dr. E. C. Chipman. *Deutschland* docked without assistance at the State Pier and was sealed off behind a high board fence.

Her arrival signalled an outpouring of thousands of words of florid prose for the next few weeks in the local press. "Famous craft", "marvelous sub-sea merchantman", "wonderful craft" and dozens of other superlatives characterized the daily news summaries of the submarine's visit.

The Germans denied that *Deutschland*, the ill-fated *Bremen* and five other such vessels were converted naval U-boats. No armament was carried, enabling cargo to be stored instead of torpedoes. The fact is, however, that *Deutschland* and her five sister vessels were later converted with ease into regular navy attack submarines. She was 313 feet long with a 30-foot beam, drew 17 feet with the deck awash and displaced 791 gross and 447 net tons. Propulsion was by two 600 hp. six cylinder, two stroke cycle Krupp diesels and 14 knots was maximum probable surface speed. It was said that during the entire voyage from Bremen to New London, all but 120 miles were run on the surface. Only off Scotland was it necessary to submerge to avoid the British blockade.

Because the US State Department on July 15 had officially declared over British and French protests that the submarine was a merchant carrier, *Deutschland* was entitled to all the legal rights of a belligerent country's merchant vessel in a neutral port. Her entry was officially made at New London customs house on November 1 and her cargo was later entered in bond and estimated at \$2,000,000 of dyestuffs and drugs. Because the United States had no dye industry at the time and was dependent on imports of both dyes and certain drugs, the submarine's cargo was in great demand.

From published reports, Captain Paul Koenig, master of the *Deutschland*, was lionized and cheered whenever he appeared in New London. The Chamber of Commerce arranged a reception and the mayor extended a hearty welcome to the visitors from Germany. Editorial comment in the November 1, 1916 issue of THE DAY was tempered by the coincidental news of the sinking of the horse transport *Marina* off the coast of Ireland with the loss of American lives.



It has been said that the two voyages of *Deutschland* to the US were of more value in good will than in dollars. The national anger against Germany caused by the sinking of the *Lusitania* on May 7, 1915 and later the renewal of Germany's policy of unrestricted submarine warfare had caused many Americans to drop their moral support of Germany and to transfer their sympathies to the British and the French. (It should be remembered that there were thousands of Americans of German ancestry in the US and that, at the beginning of World War I, many US citizens resented the highhanded actions of the British who stopped and searched many American vessels for contraband war material.) However, Germany's submarine policy, clumsy diplomacy in trying to incite Mexico to move against the US and many acts of industrial sabotage far overshadowed the good will generated by the visits of the *Deutschland*.

During the days following the arrival of the submarine and the discharge of her cargo, six and one half tons of silver bullion were loaded along with undisclosed amounts of tin, nickel, and rubber and seven bags of mail, all valued at \$2,000,000. Captain Koenig, the officers and crew were literally wined and dined by the people of New London with the festivities culminating in an official reception at the city hall attended by 4,000 people followed by a public dinner at the Crocker House where 250 of New London's prominent citizens honored the Germans with gifts, speeches and medals. One of New London's oldest residents, when interviewed recently about these events, offered the opinion that New London people "overdid it" by the manner in which they treated Koenig and his crew. However, it is of interest to note the large amount of good will still evident then in the US toward Germany despite the ship sinkings and subsequent acts which would bring a declaration of war on April 6, 1917, only five months in the future.

On November 17 at 1:30 am, *Deutschland*, without fanfare, left the State Pier and headed down the harbor through Fishers Island Sound to The Race, a deep and narrow passage to the open sea where the waters of the Long Island Sound and the Atlantic surge at each turn of the tide at speeds up to five knots. The submarine was escorted by the tugs *T.A. Scott, Jr.* and *Cassie* of the T.A. Scott Company (later Merritt, Chapman & Scott), famous marine contractors and salvage experts. According to contemporary accounts the *T.A. Scott, Jr.* led the column ahead of *Deutschland* followed by *Cassie* about ten minutes astern.

About a half mile west of Race Rock light at 2:30 am, the submarine rammed the *Scott* which sank immediately with all hands, including her captain, John Gurney and four crewmen. Captain Frederick Hinsch, manager of the Eastern Forwarding Company, who was on the deck of the *Scott*, was thrown overboard but was rescued alive.

*Deutschland* immediately returned to her berth at the State Pier at 5:15 am and a cloud of secrecy was thrown up. The vessel was only slightly damaged, having a twisted stem and a hole about 20 inches square in the bow. Repairs were made and the U-boat finally left New London on November 21 without incident in broad daylight.

Much argument and conjecture arose after the tragedy and many people were convinced that the Germans intentionally sank the *T.A. Scott, Jr.* but it is virtually certain that the collision was accidental. The known fact that the *Deutschland* on leaving Bremen for the US had collided with a tug and had to enter drydock for repairs would tend to prove that both collisions were unplanned. The German government promised to underwrite the damages, but the sad and tragic loss of the *T.A. Scott, Jr.* and her entire crew was mourned in New London for many years.

It is known that *Deutschland* returned safely to Germany through the British blockade and that Captain Koenig with his wife revisited New London (without fanfare) in the early nineteen thirties.

Lt. Cmdr. Robert G. Shanklin USNR (Ret.

Editor's Note:

The author was seven years old when *Deutschland* visited New London and remembers the angry reaction following the sinking of the *T.A. Scott, Jr.* He was a friend of Alfred H. Gurney of New London and Providence, brother of the captain of the *T.A. Scott, Jr.*, and heard the story of the tragedy from him.

## Recommended Reading

### GREAT LAKES MARITIME HISTORY: BIBLIOGRAPHY AND SOURCES OF INFORMATION

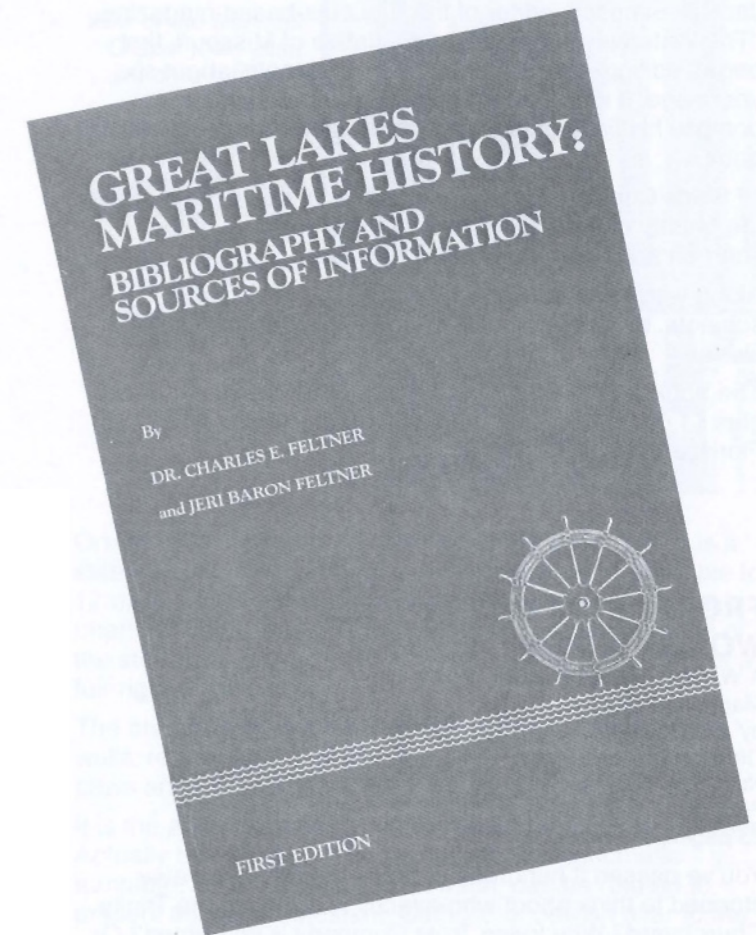
by Dr. Charles E. Feltner and Jeri Baron Feltner  
SEAJAY Publications  
Dearborn, MI, Paperback  
124 pages, \$9.95 in USA  
ISBN 0-9609014-0-X

The lack of a comprehensive guide to sources of information on the history of the Great Lakes region has long been a problem for both amateur and professional researcher. Now, however, the problem has largely been alleviated with the publication of GREAT LAKES MARITIME HISTORY: BIBLIOGRAPHY AND SOURCES OF INFORMATION.

Divided into twelve categories, the sources include: general Great Lakes history, ship history, directories and registers of ships, shipbuilding, shipwreck history, US government organizations, maps and charts, newspapers and periodicals, photographic collections and more.

The book is well organized and laid out in a convenient 6" x 9" format. It contains an author index and is interspersed with reproductions of numerous interesting advertisements from nineteenth century Great lakes publications.

As a reference this is one book that will be invaluable for anyone interested in researching or just reading about Great Lakes maritime history.



## IF SHIPS COULD TALK

Poems of the River and Sea  
by Jack R. Simpson  
Open Door Press  
St. Louis County, MO  
Hardcover, Illustrated  
148 pages, \$9.95 in USA

Jack R. Simpson, editor of the St. Louis-based magazine, "The Waterways Journal" and a native of Missouri, first began editing poems written by 'river people' about six years ago. It was then that the idea first struck him to compile his findings along with his own work into an actual book.

"If Ships Could Talk" is a compilation of poems that reflect the beauty of the sea as well as the loneliness of the seamen and rivermen on their watches.

Along with the poems are illustrations, many of river subjects, by Captain Lexie Palmore, pilot on the *Delta Queen*.

The book is available from the author for the cover price, plus \$1.00 for postage and handling at PO Box 2163, Florissant, MO 63032.

## FROM WINDMILLS TO THE WORLD TRADE CENTER

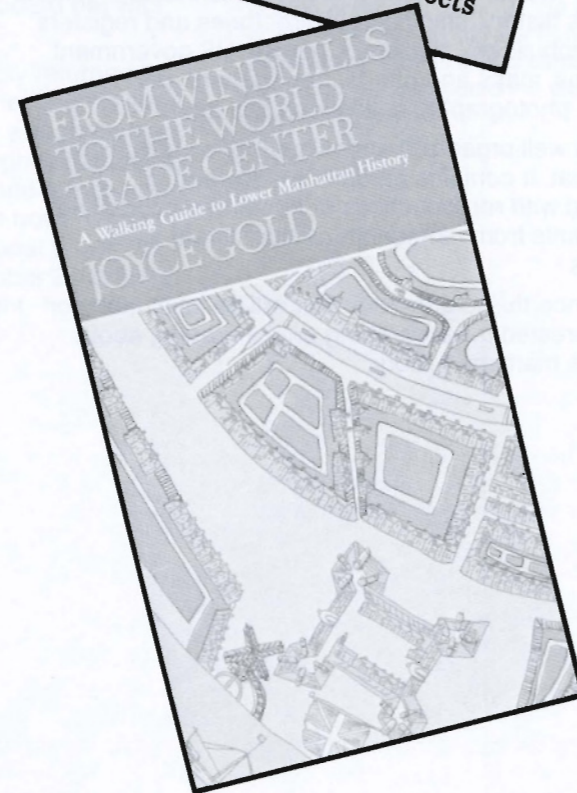
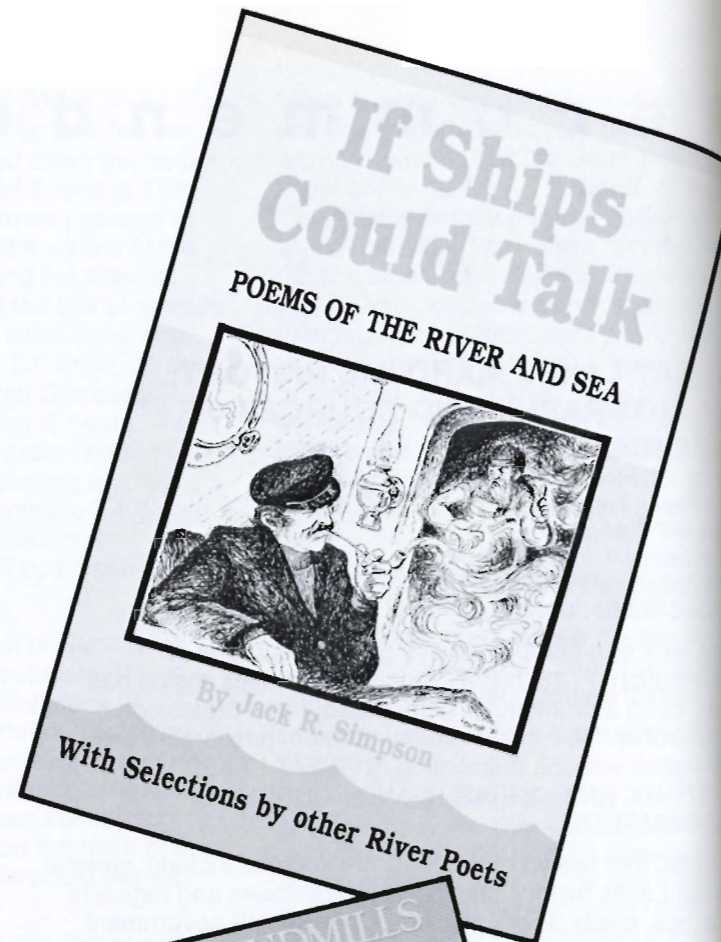
A Walking Guide to Lower Manhattan History  
by Joyce Gold  
Old Warren Road Press  
New York, NY  
Paperback, Illustrated  
93 pages, \$1.95 in USA

You've passed it hundreds of times but have you ever stopped to think about who exactly is buried in the Trinity Churchyard? Why Irving Trust Company is so named? Or why is Broad street so broad?

These and many other little known facts are listed in this handbook in an enjoyable and easy to read format.

Joyce Gold, the author, is a Manhattan historian and tourguide. In this well-planned armchair or walking tour, she takes the reader from Trinity Church to the now reborn South Street Seaport, touching on various points of historical interest in between.

Offering rare insights into the early history of lower Manhattan, this is one book that makes the reading enjoyable for both the inquiring tourist as well as the native New Yorker.



## A Mariners Chapel Dedicated to America's Wartime Seafarers

"This chapel is built to the glory of God and to commemorate the sacrifices of the officers and men of the United States Merchant Marine who gave their lives at sea, in enemy action, in World Wars I and II . . ."

Thus reads the inscription on the white marble memorial in front of the towering altar of the interfaith Mariners Chapel at the US Merchant Marine Academy in Kings Point, NY. Although only 20 miles east of Manhattan on Long Island's north shore, the chapel is too often forgotten as *the* national shrine for American merchant mariners.

To commemorate their war-time sacrifices, the chapel contains a somber gold and glass case mounted on a plinth of Vermont marble. The case houses the remarkable Roll of Honor Book, whose pages list the name, rank or rating, ship and date of torpedoing of each of the 7,031 officers and seamen who lost their lives on merchant ships during both World Wars. Each day, an Academy midshipman ceremoniously turns a page in the Book so that the names will be symbolically remembered.

Academy superintendent Rear Adm. Thomas A. King, USMS, a former ship's master during World War II, wishes that the chapel were better known. "Unfortunately it's a well kept secret," he says. "We would like the general public to visit it more often, and especially the maritime community to recognize it as their official house or worship."

The chapel is open to the public from 9am to 5pm daily, except when the Academy grounds are closed for federal holidays and during the month of July. The public is also invited to Sunday services, 10am for Protestant worship and 11am for Catholic mass. While the chapel can be used for weddings only by Academy personnel and alumni, the maritime community does utilize the facilities for funerals and for ceremonies like the New York Area 1983 Maritime Day observance. Services by local religious organizations have also been held there.

Physically, the Mariners Chapel is impressive. Completed in 1961 at a cost of nearly three-quarters of a million dollars, the building was designed by the famous architectural firm of Eggers & Higgins, who also designed such public structures as the Lincoln Memorial and the National Gallery of Art in Washington, D.C. and the Seamen's Church Institute at 15 State Street, NYC. Four towering pillars at the chapel's front rise skyward to an inscription over the main doorway: "To the glory of God and in proud loving memory of the men of the merchant marine who gave their lives for their country."

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*View of the Mariners Chapel main altar, set on a turntable which can be rotated to make the appropriate Protestant, Catholic or Jewish altar visible. In front is the memorial containing the Roll of Honor Book, which lists World War I and II merchant marine casualties.*

On the roof of the chapel, instead of the usual belfry, is a steeple containing a beacon. Its flashing signal is visible for 17 miles and is listed as a navigation light on all official charts of Long Island Sound. Topping the golden dome of the steeple is a hand crafted weathervane in the form of a full-rigged sailing ship.

The chapel itself is starkly simple with wedgewood blue walls, recalling a clear sky and calm sea; colonial-style pews and stained glass windows behind the altar.

It is the altar, however, that dominates the chapel's interior. Actually three altars in one, it is set on an automatic turntable, and at the flick of a switch, can be rotated to present either a Protestant, Catholic or Jewish altar to the worshippers within.

To the left of the altar is an octagonal pulpit donated by the American Seamen's Friend Society. To its right is a lecturn given by the National Maritime Board of Great Britain. The lecturn's wood comes from the deck of the British Merchant Navy training vessel the HMS CONWAY (1839-1955).

Built through public subscription, the Mariners Chapel belongs to the American people. Now 22 years old, it stands as our country's only National Memorial to America's war-time seamen and serves to remind America of the great sacrifices of those merchant mariners who go down to the sea in ships, especially in time of war.

*Martin P. Skrocki*

## Phoenix Sails on Schedule

It's not too often that we get the opportunity to see a dream come to fruition, but this was the case when I boarded the schooner *Phoenix* at Port Jefferson Harbor, Long Island, on a crisp November day. The last time I had stood on the deck of the boat she was high and dry, half finished in Greg Brazier's backyard in East Islip, New York.

It took years of planning and hard work for Brazier to reach the point he is at now. It all started when he fell under the spell of an idea to carry cargo and passengers under sail on Long Island Sound; something that had not been done for over forty years. After much reading, he saw an ad placed by Merritt Walter of Norfolk, Virginia offering plans for a two-masted, steel hull schooner, 70 feet long, in the 50 ton class, with a diesel auxiliary, and cargo hold.

After buying the plans, checking-out all the necessary requirements, and having a lawyer research the legal aspects, Brazier started the work in his backyard. He was not a boat builder by trade, but as he progressed everything was approved by the US Coast Guard. All the work was done in Brazier's spare time, while he kept his full time job as a Security Supervisor with the State University of New York.

Working for the most part alone, Brazier completed the hull and then had a concern that moves houses to take the boat to a local boat yard for launching and fitting out. He then sailed the boat from Bay Shore, on the south shore of Long Island, to New York City so the media could see *Phoenix*, and then on to Port Jefferson Harbor. It had taken over three years to build the boat and place it into schedule service. During this time the young Captain also earned his US Coast Guard license for auxiliary sail, not over 50 gross tons, for the waters from Block Island, RI and Cape May, NJ, in order to carry passengers and cargo.

At exactly 9 am on the day I was there, Captain Brazier cast off the lines from Bayles Dock, in Port Jefferson Harbor, and the yacht-like schooner *Phoenix* moves out past the hibernating car-ferry *Martha's Vineyard*, and heads for the breakwater. As soon as the boat clears the dock, Brazier has Gary Holmes, his Mate, secure the engine, hoist the sails, and set course for Bridgeport, CT. Since Brazier's objective is to prove that a wind-driven vessel can make a profit, he uses the diesel as little as possible.

"We have been on a daily schedule since October 25th, ('82)" he says, "and plan on running twelve months a year, seven days a week." At present *Phoenix* leaves the dock at 9 am, reaches Bridgeport within three hours, and then sails again for the return trip home at 1 pm. Brazier feels that the only thing that can stop him from keeping this schedule will be ice, although the steel hull can handle a fair degree of that, too.



*Phoenix* Skipper Greg Brazier and Mate Gary Holmes head out from Port Jefferson Harbor.

The schooner, picking up a fair wind, passes Middle Ground Light well within schedule. Unlike the warm weather days, Long Island Sound in November is almost completely clear of traffic. The radio picks up the tanker *Northern Sun*, inbound to Port Jefferson's oil dock, asking about the tides.

Gary Holmes, the Mate and only other crew member aboard, has taken the helm, located just forward of the deck house, as *Phoenix* makes good headway in a variable 10 knot wind. The 25 year-old man from Smithtown, Long Island, hopes to complete his time aboard *Phoenix* to fulfill the requirements for his Coast Guard license. Atlantic

Packet Lines also has plans on building more boats as the need expands, so Holmes looks forward to having a command of his own someday.

Being the only such operation around today, there is no problem getting a mate for the boat. People have written from all over the country asking for a job. Holmes now works on a share of the profit from the vessel.

According to Frank Madden, business manager of Atlantic Packet Lines, the company now has six accounts to carry cargo across the Sound. The boat is designed to have a capacity of 20 tons of cargo, which can be handled by a 1,000-pound lift cargo boom rigged to the mainmast. Because *Phoenix* is under 100 gross tons and has only a 80 horsepower engine, the vessel does not come under the Interstate Commerce Commission's jurisdiction as a common carrier.

"In a study made by the NY State Department of Transportation, 23% of the trucks crossing the Throgs Neck Bridge were hauling freight between Suffolk County and Norwalk, Bridgeport and New Haven, Connecticut," Brazier reports. "If we can get just a small part of that business, we'll make a profit with the boat. Sailing across the Sound is 15 nautical miles each way, while the same trip by truck is 90 miles."

When Denfield Lighthouse in Connecticut appears on the port side at 11 am, *Phoenix* is still well ahead of her three hour schedule for crossing. Entering Black Rock Harbor in Bridgeport, the Captain and his Mate furl the sails and start the diesel engine in one, well orchestrated maneuver. The Bridgeport dock for the schooner is at Kay William's Captain's Cove Marina.

"We have recently built a new retail fish outlet here and welcome the *Phoenix*, knowing it will help draw people down to the dock," William says. At 11:30 am, the boat is secured to the dock and the crew unloads the cargo. One advantage to this particular landing is that trucks can drive right down to the dock from the nearby Interstate Highway.

While the boat is tied to the dock waiting to leave again, Brazier and his Mate spend time working on putting the finishing touches on the interior of the cabin. The Walter's design calls for a top-sail schooner, but the square sail is yet to be installed and rigged. At present, all the *Phoenix* carries is a compass and VHF radio. The helm is exposed, forward of the deck house, but Brazier hopes to move it into the cabin when he gets more money. At present Brazier has over \$100,000 invested in the boat, not counting his own labor. After the *Phoenix* spends the winter sailing Long Island Sound, the Atlantic Packet Line is sure to find other refinements needed on the boat for *Phoenix* is their pilot project.

Right on schedule, 2 pm, *Phoenix* leaves the Bridgeport dock and, with some difficulty because of the low tide and shallow water, motors out of the harbor. The weather has changed and small craft warnings are heard on the boat's radio. The high winds of 15 to 25 knots, however, give the wind-driven boat more speed and she gets a bone in her teeth as she heads home to Port Jefferson. The sails are set on the two masts and the engine secured as *Phoenix* leaves the 2A day marker to her port.

There is a passenger for the return trip, (the boat is licensed by the Coast Guard to carry passengers) Miss Marian Rusatsky, a 28-year old graduate student from Southern Connecticut College in New Haven. She is going to spend the weekend with a friend in Riverhead, Long Island. "Since the ferry is shut down for the winter and the trip, even with a small compact car, costs me an average of \$16 to \$17 round trip with gas and tolls, plus the hours spent on the Long Island Expressway in traffic, I decided to try the schooner," Miss Rusatsky says. The passenger has had no previous boating experience but just finds the *Phoenix* a convenient alternative to driving.

While the passenger and I stay dry and reasonably warm in the small cabin, Brazier and his Mate seem to enjoy standing by the helm on the exposed deck, watching *Phoenix* take the heavy seas with two to four foot waves. I can't help but hope that Brazier has done a good job building the boat and that the Coast Guard has made a careful inspection of her as we pitch and roll homeward bound. The boat holds the course while on a starboard tack, without even having to touch the wheel, heeling over as much as 30 degrees at times.

*Phoenix* holds the same tack for the next two hours, taking green water over the bow and over the deck. Although the strong winds have filled the 1,250 square feet of sail and drive the schooner, it is still necessary to change to port tack near the Port Jefferson sea buoy in order to come about to enter the harbor. This meant some loss of time.

Brazier puts on the running lights at 4:30 pm as we came through the breakwater and into the inner harbor. The tanker *Northern Sun* is now riding at anchor, waiting for a berth at the nearby generating plant. The sails are quickly furled and the diesel used to reach the dock. The passenger found the rough crossing "enjoyable and an exciting adventure," well worth the \$10 fare.

The *Phoenix* was 10 minutes off schedule, not bad for a boat that has made the 30-mile round trip using only one gallon of diesel oil and the free winds.

Francis J. Duffy

## READINGS AT THE BINNACLE

The Captain of the Port permits me leave  
To come and ply the pages of these logs  
As when, a way with fists and fools and fogs,  
I dared the drift, the ocean's pitch and heave.  
I dream of days when ships were more than ships,  
The stars were sure and sailors more than men,  
The sextant nearly God to us, and when  
My crew bore hell with shanties on their lips.  
While meaning well, he cannot know I led  
The last of lady ships till her demise  
And mastered her through ev'ry groaning gale;  
He thinks I love it here, but no! instead,  
I hunger, harborbound; behind my eyes  
I dream of seas and windsong in my sails.

*June Owens*

## SEA MAGIC

This is the thunder they never hear  
Where the earthy cornstalks stand,  
The thunder that roars on sandy shores  
Where the moon's pale sheen  
Like a silver screen  
Brings enchantment to sea and land.  
This is the wonder they do not know  
Who have missed the mystic sight  
Of the surf tossing high to a watching sky  
As the tide heeds the call  
The imperious call  
Of the Goddess of the night.

*Kay Wissinger*

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