



# the LOOKOUT

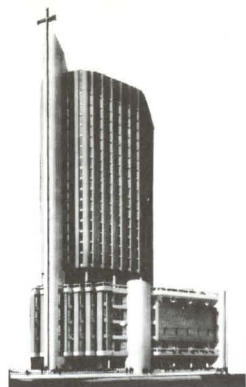
SEAMEN'S CHURCH INSTITUTE OF NEW YORK

FEB.-MAR. 1978





# 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.

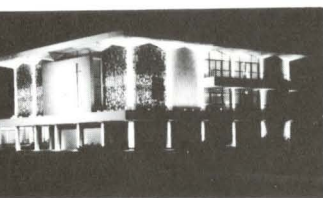
More than 350,000 such seamen of all nationalities, races and creeds come into the Port of New York every year. To many of them the Institute is their shore center in port and remains their polestar while they transit the distant oceans of the earth.

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.



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

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. 69 No. 2 February - March 1978

SEAMEN'S CHURCH  
INSTITUTE OF NEW YORK  
15 State Street, New York, N.Y. 10004  
Telephone: (212) 269-2710

The Right Reverend  
Paul Moore, Jr., S.T.D., D.D.  
*Honorary President*  
John G. Winslow  
*President*

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The Rev. James R. Whittemore  
*Director*

Carlyle Windley  
*Editor*

Published monthly with exception of February-March, July-August and September-October when bi-monthly. Contributions to the Seamen's Church Institute of New York of \$5.00 or more include a year's subscription to The Lookout. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00. Second class postage paid at New York, N.Y.

COVER PHOTO: The Tusitala

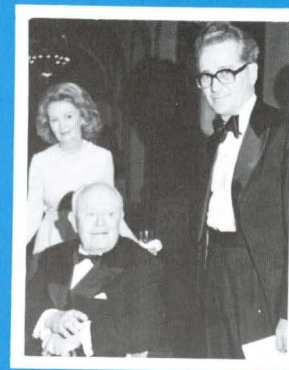
US ISSN 0024-6425

New York, N.Y.... In spite of icy streets and torrential rains, more than 500 people braved the elements to attend this year's Friends of Seamen's Church Institute Gala Dinner held at the Plaza Hotel.

On arrival, Friends and their guests were informally welcomed by Dinner Chairman, John T. Gilbride and his wife, and by Mr. and Mrs. James A. Farrell, Jr. As the outgoing Chairman of the Friends of SCI and as the "dean" of the maritime community, Mr. Farrell was to be honored during the evening. Numbers of his friends and colleagues came to join in this event and to support the work of the Institute.

Highlighting the reception was the appearance (courtesy of Prudential Lines, Inc.) of members of the Gaelic Pipe Band. Under the able direction of Bandmaster Thomas Gallagher, the group performed in fine Celtic fashion, and then with pipes a'skirling, led the guests up the great stairs to the ballroom.

## Friends of SCI Gala Dinner



Mrs. Gilbride,  
Mr. Farrell,  
Mr. Gilbride.





Following the Invocation by the Reverend Salvatore Malanga, Roman Catholic Port Chaplain of the Archdiocese of Newark, N.J., the Institute Director, the Reverend James R. Whittemore, hosted the evening on behalf of the Friends.

Featured entertainment for the evening was the appearance of the renowned United States Navy Band Sea Chanters. Under the direction of Chief Musician Robert L. Sisson, their outstanding performance earned them an enthusiastic and prolonged ovation at the end of their concert. Always in great demand, the Sea Chanters special appearance was made possible through the permission of Rear Admiral David M. Cooney.

Mr. John Gilbride, Chairman of Todd Shipyards Corporation, then gave a brief tribute to the many accomplishments achieved by Mr. Farrell during his long career as head of Farrell Lines, Inc. In recognition of his vital role in the maritime industry and for his leadership of the Friends of SCI, Mr. Gilbride presented Mr. Farrell with a crystal eagle, together with a small silver plaque, noting the gratitude and affection felt for him by the Friends of SCI membership.

During his brief remarks and reminiscences, Mr. Farrell noted that the late, senior Mr. Barber of Barber Steamship Lines had been one of his mentors. Thus, he was particularly pleased to announce that his son, Mr. Edward (Ted) J. Barber had accepted the Chairmanship of the Friends of SCI for the coming year.

Following Mr. Farrell's remarks, Father Whittemore thanked those attending on behalf of the Friends and the Institute. The U.S. Navy Band Sea Chanters then sang the Marine Hymn which was followed by Father Whittemore giving an ancient "Irish" benediction especially for the honored guest.

The evening closed on a "high note" as the Gaelic Pipers again played for the guests as they left the ballroom.



From left to right: Father Whittemore, Mr. Farrell, Mrs. Farrell, Mr. Gilbride.

Mr. Barber

The Friends of SCI is an informal membership association of more than 260 executives in the maritime and general business community who support the work of the Institute through a variety of ways ... one of which is its annual Gala. Membership is encouraged and information can be obtained by calling or writing the SCI Development Office, 15 State Street, NYC.





# TODAY'S SHIPS



**S.S. AUSTRAL ENSIGN ...** owned and operated by Farrell Lines, Inc., New York, N.Y.

## Principal Vessel Characteristics:

|                        |             |
|------------------------|-------------|
| Deadweight:            | 20,137 tons |
| Length Overall:        | 668½ feet   |
| Beam:                  | 90 feet     |
| Speed:                 | 22.6 knots  |
| Average number of Crew |             |
| officers               | 12          |
| crew members           | <u>27</u>   |
|                        | 39          |

THE AUSTRAL ENSIGN is one of four C-6's built for Farrell Lines and delivered in 1972/73. Two of the four vessels have recently been "jumboized" by adding a 144-foot midsection. This increases the ship's length to 812½ feet and provides an overall gain in container capacity to 1,708 20-foot containers including 820 reefer (refrigerated) units.

For the past fifty-two years, the name *Farrell Lines* has been a household word in American trade with Africa. For the past 13 years, its renown has extended to business with Australia and New Zealand, where the steamship company today is the only American-flag operator from the East and Gulf coasts of the United States.

For shipping history buffs, the name Farrell is much older, though. It can be traced back to the middle of the last century, when Captain John Guy Farrell, who emigrated to the United States from Ireland in 1848 and settled in Connecticut in the 1860's, commanded the brig *Monte Christi* which sailed in the Caribbean. In 1872, he became master and part-owner of the 107-ton, two-masted schooner *Susan Scranton*. However, six years later, in 1878, the ship was sold. In the same year, the *Monte Christi* was found abandoned in the Bahamas, with no trace of captain or crew. This remained, forever, an unsolved mystery.

John Guy Farrell's son, James Augustine, was a self-made man in the true American tradition. He went to work as an unskilled laborer in a New Haven wire mill; later moved to Pittsburgh as an expert wire drawer; became a salesman and later foreign sales agent of the American Steel & Wire Company which became a subsidiary of United States Steel Corporation in 1901. He was elected that company's president in 1911.

Through all these years, but then particularly as president of U.S. Steel, James A. Farrell carried on the family maritime tradition by involving himself with the role of American shipping in the development of non-industrialized nations. His interest inspired his sons, John J. Farrell and James A. Farrell, Jr., to found Farrell Lines in 1926 and establish regular merchant marine service between the United States and South and East Africa. It was actually the continuation of *American South African Line* which was sold by the U.S. Government to a syndicate headed by the Farrell family, in December 1925.

After a period of development and consolidation, which was partly interrupted by World War II, the two Farrell brothers decided to establish a second route — to West Africa, in 1948. Then, in 1965, Farrell service began to Australia and New Zealand.

Since then, the company has experienced significant growth. In continually modernizing as well as enlarging its



fleet, it has become a major American container operator. Today, Farrell Lines serves Australia, New Zealand and certain Pacific Islands with a fleet of highly sophisticated intermodal carriers. A number of these vessels have first-class accommodations for twelve passengers and demand is so great that accommodations are usually booked-up a year in advance.

A fleet of modern and fast American flagships also sail regularly to the West, South and East coasts of Africa. Container space, break-bulk, refrigerated and liquid tank space is available and a number of vessels also offer accommodations for twelve passengers.

In total, the Farrell fleet of seventeen ships is the youngest on the seas today with an average age of seven to nine years per ship.

James A. Farrell, Jr., co-founder of the company with his late brother John, continues to serve as Chairman of the Board. He is a familiar figure in downtown New York where his host of colleagues bears evidence of his long and active career as a steamship owner. While he has limited his outside activities somewhat, he is available in his office almost daily for the benefit of his advice and guidance to those to whom he has entrusted the day-to-day duties of the company. He is very proud of the success achieved by the company over the years. He feels that this has been the result of good ships, well maintained and operated, and an honest approach to the shipping public. Modestly, he never fails to give a great deal of the credit to a hard working staff. Finally, when pressed, he will admit that while the above ingredients go a long way towards success, he doesn't overlook the necessity of an occasional bit of luck.

The company's recent winning bid for American Export Lines might well have contained elements of both. "Luck" in that the other potential bidders withdrew on the day of the sale; and certainly hard work on the part of management for the imaginative three-part bid which ultimately allowed Farrell Lines to purchase all of American Export Lines with the intent to merge it as a subsidiary.

Assuming that the transaction will be approved by all parties involved, A.E.L. with a current fleet of 25 ships will continue its present trade routes extending to the Mediterranean, Middle and Far East.

In the relationship between the United States and other nations, Farrell Lines, in its areas of trading, fulfills a task that goes far beyond that of mere commercial relations. It is a task of fostering, through commercial relations, an atmosphere of international understanding and friendship, for the ultimate benefit of the U.S. flag the Farrell ships are flying.

## A fine crew, indeed



Playing to a capacity audience in the Institute's auditorium this past January 5, twenty-six fifth-graders from the West Orchard School in Chappaqua, New York proved beyond any doubt that the call of the sea still quickens the minds and hearts of today's youth just as in days gone by. They also proved that youth's wit, exuberance and unconscious innocence can bring a smile to the face and a tear to the eye of even the "saltiest" among us.

Written, staged and produced by the young actors, the play was the culmina-



tion of several months of serious research and study of maritime history, ships, sea chantys, etc. The performance was also a "thank you" to the Institute (and seamen) for being a research source and homebase for the students when they made field trips into the city.

And, what a show! There were poems, and puppets, whales and sails and sea chantys galore. In fact, the highlight of the production was when — with percale sheets in hand; electric fans whirring — the youngsters climbed their stepladder masts and set forth with billowing sails upon the bounding main.

We only hope they will join us again when they are next in port. Till then, we thank each of them, their teachers — Barbara Fechter, and Elaine Hansen; and the many parents who were prop crew for the day. To all, thank you for your Thank-You, and we wish each of you fair winds and blue skies in the days ahead.



*The December meeting of the Associated Seamen's Agencies of Greater New York was a particularly noteworthy occasion.*

*Not only did the meeting mark the 150th anniversary of one of its members, the American Seamen's Friend Society; but the Reverend William P. Down, General Secretary of the Missions to Seamen was a "surprise" and most welcome guest.*

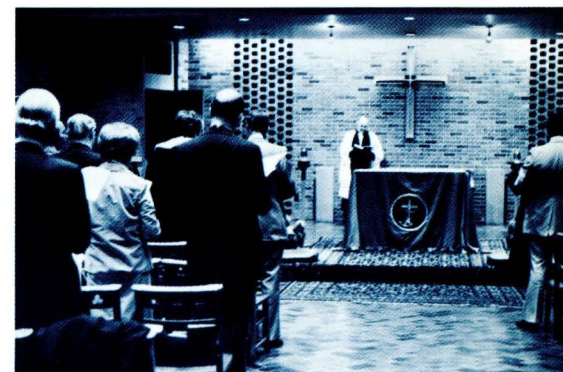
*During the business session, Chaplain William A. Hallen gave a brief history of the work of the American Seamen's Friend Society (ASFS) since its founding in 1828; and Father Down spoke on the work and current concerns of the Missions to Seamen. Having just completed a tour of the missions' Flying Angel Clubs throughout the world, he noted that he was gratified by the increasing international cooperation among today's seamen's agencies.*

*Later, Father James R. Whittemore, SCI Director, officiated at a chapel service of lessons and carols where representatives of the various member agencies read the lessons in their native language.*

*Following the service, Chaplain Hallen, executive director emeritus of the ASFS, hosted a Christmas and 150th anniversary reception and dinner for all the friends of seafarers attending.*



*Prior to leaving for London, the next day, Father Down left the following brief account of his introduction to the work of the Institute. We thought you might enjoy reading it, and appreciate his taking the time to prepare it for us.*



Father William P. Down



## A testimony to the work of the Seamen's Church Institute of New York



In 1963 I joined the chaplaincy staff of the Missions to Seamen, and was posted to South Shields on the Northeast coast of England. The maritime world was completely new to me and it was fascinating and exciting becoming a part of it.

Early on, I came into contact with the magazine of the Seamen's Church Institute of New York, *the Lookout*. From this I learned something of the wide range of ministry undertaken by the Institute, but it was not until late in the 1960's when I was chaplain at Hull on the Northeast coast of England that I came into direct contact with the staff.

It happened like this.

At 10:00 p.m. one Saturday evening in the summer, I received a telephone call asking me to go to the hospital where a seafarer's infant son was critically ill and not expected to live. The baby's mother was desperate to contact her husband and to get him home if possible.

I went to the hospital and saw the baby who was lying in an incubator gasping for breath. He was suffering from pneumonia and the nurse told me he did not have very long to live. My heart went out to the baby and I committed him to God's healing love.

Then I talked to his mother. Her husband was on a ship on the Eastern Seaboard of the United States and because of the vessel's uncertain schedule, she was not exactly sure where it was. The ship was owned by an overseas company and she had not been able to contact the agent since the baby's illness began. Could I get in touch with her husband; and, if possible, get him home?

I went to our Flying Angel Club of the Missions to Seamen in Hull, and there with the (telephone) aid of a kindly and helpful member of the Lloyds staff at the

other end in London, we traced the ship to New York. The ship was due to leave New York at the time when we were talking. So I immediately rang the Seamen's Church Institute of New York. It was nearly midnight in England, 7:00 p.m. in New York.

One of the chaplains of the Institute came to the telephone and I explained the situation to him, stressing the need for haste. "Leave it all to me," he said, "I'll do what I can."

I went back to the hospital to tell the baby's mother what we had done, and dreading that the baby might have died.

He was still *alive*; and as I drove home after talking to the mother, I thought of what that baby must mean to his parents, knowing what our own children mean to me. I prayed that God would heal him and I went to bed fearing the worst.

In the morning I went into the hospital where the baby was now not only still alive, but holding his own. Then I went on to our club where there was a message for me from the chaplain of the Seamen's Church Institute of New York. He had been able to get in contact with the ship on which the baby's father was sailing. The ship had actually just left New York, but with the aid of the authorities the chaplain had gotten a message to the ship, and the captain had agreed that the baby's father must go home. He had been brought ashore by launch and was now homeward bound.

When the baby's father got home, his son was over the worst of his illness, and, ultimately, made a complete recovery. The rejoicing of the family was heart-warming, and I felt proud of belonging to the family of Jesus Christ in which individual members will do so much for people they have never met and, probably, never will meet.

I shall not forget what the chaplain of the Seamen's Church Institute of New York did that night ... nor what I have seen of the Institute's work on the occasion of this, my first visit.

BILL DOWN  
(New York - 12/18/77)



Teller of Tales

by Alfred L. Lomax

And what stories she could have told of her 65 years as a fine-lined cargo ship on the trade lanes to her final service as a training ship in World War II.

When R. Steele & Company launched the 3-masted, full-rigged, two-decked iron ship from their Greenock, Scotland yard in September 1883, they had no intimation that she would be one of the most admired squareriggers of her time and one of the last of her kind in the American merchant marine.

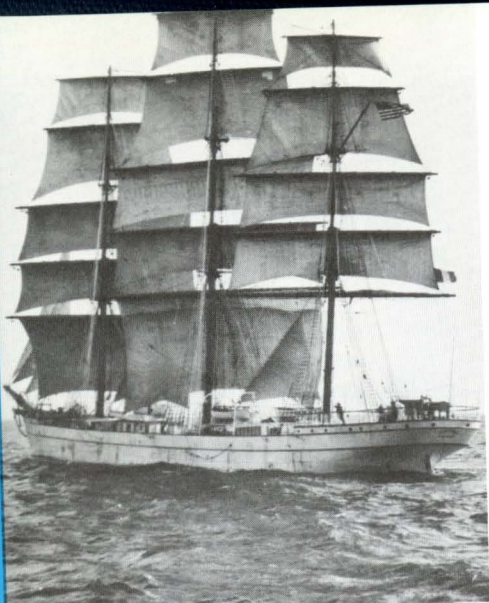
Like most newly-built ships her original name *Inverglass* was carried from her owners in the U.K. Australian trade until she was sold to the Sierra Line of Liverpool, England, and renamed *Sierra*

*Lucena*. From 1904 to 1923 she sailed under Norwegian registry as the *Sophie* in the U.K. — East Coast of South America grain trade, and after that coal cargoes from Hampton Roads, Virginia to Scandinavian ports.

In the latter year, a writers' club calling themselves the "Three Hours-for-Lunch Club" filled with the romance of the sea, bought the graceful windship for \$10,000 and renamed her *Tusitala*, the Samoan name for Robert Louis Stevenson's, "Teller of Tales." The literary objectives of the club and Stevenson's reputation as a writer of sea stories made the name appropriate.

The *Tusitala's* entry into American registry was an occasion by the club for a





The *Tusitala* dropping the pilot off Sandy Hook

celebration as recounted by Walter MacArthur in his "Last Days of Sail on the West Coast." "Mr. Mikkelsen, the mate, blew a whistle and the houseflag of the Three-Hours-for-Lunch Club broke out from the halliard, while the stars and stripes flew at the mizzen." Champagne was broken over the bell and letters from distinguished literary men and maritime personalities were read — Joseph Conrad, Christopher Morley, Felix Reisenberg.

The lofty aspirations of the club manifested at the rechristening were in contrast to the two unprofitable voyages which the ship made in the coal and iron trade and the Club decided to dispose of her.

In 1924, James A. Farrell, president of the United States Steel Corporation became enamored of the ship's graceful lines and stately bearing; bought her with the idea that she would be the symbol of America's merchant marine of the sailing ship era. Although the *Tusitala* was Mr. Farrell's personal property, she flew the houseflag of the company's Argonaut Line and was placed on the intercoastal route carrying chemical fertilizers from the East Coast to Hawaii. Return cargoes of lumber and other cargo

from Puget Sound ports went via the Panama Canal to the East Coast, an 82-day voyage.

Although she was essentially a cargo-carrier, Mr. Farrell kept her pearly-white hull and decks in spic-and-span condition so that she looked more like a private yacht than a commercial carrier. In fact, she was operated with little thought of profit; the *Tusitala* was truly Mr. Farrell's delightful hobby.

As a 14-knot ship, a speed somewhat better than the World War II Liberty ships at 11 knots, she was acclaimed one of the most beautiful ships of her kind, but sadly, the last to furl her sails in Pacific Coast ports.

After five years of operations on the intercoastal route she was in lay-up for several years. When World War II shattered normal activity on the trade lanes, the *Tusitala* was loaned to the United States Maritime Commission . . . War Shipping Administration as a training ship. In this capacity she was stationed at St. Petersburg, Florida under the administration of the Coast Guard. Training facilities here were augmented by the full-rigged ship the *Joseph Conrad*. One can imagine the two oldtimers, now in snug harbor in their declining years, recalling the days when under full sail, they were the pride of their owners and objects of maritime beauty in their respective ports of call.

With the termination of the war, her services no longer needed, in 1948 she was consigned to a Mobile, Alabama breakup yard, where cutting torch reduced her once shapely hull to material for the steel furnaces and rolling mills to be reincarnated as structural steel for a modern traveler on the world's trade lanes.

*Tusitala* dimensions (American Bureau of Shipping Record):

Length: 261 feet  
Beam: 39 feet  
Net Tonnage: 1,624  
Gross Tonnage: 1,748  
Draft: 23 feet, 5 inches

Reprinted from *the Lookout*, June 1974

TELEPHONE  
OFFICE BAY, 357

2<sup>d</sup>. June 1923

On leaving this hospitable Country where the cream is excellent and the milk of human kindness apparently never ceases to flow I assume an ancient mariner's privilege of sending to the Owners and the Ship's Company of the *Tusitala* my brotherly good wishes for fair winds and clear skies on all their voyages. And may they be many!

And I would recommend to them to watch the weather, to keep the halliards clear for running, to remember that "any fool can carry on but only the wise man knows how to shorten sail in time" . . . and so on, in the manner of Ancient Mariners of all the world over. But the vital truth of sea life is to be found in the ancient saying that it is "The stout hearts that make the ship safe".

Having been brought up on it I pass it on to them in all confidence and affection. Joseph Conrad.





*This is the thirteenth of 16 articles in the series "Oceans: Our Continuing Frontier." In this article, Herman Kahn of the Hudson Institute discusses recent developments in merchant shipping, which has become increasingly important to the world economy and increasingly dangerous to the environment. 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 the distributing agency nor this publication.*

## OCEANS: OUR CONTINUING FRONTIER Lecture 13

# THE SEA: Connector or Barrier?

### About the Author:

HERMAN KAHN, a defense analyst and futurist, is Director of the Hudson Institute in Croton-on-Hudson, N.Y., a policy-research organization that he and his associates founded in 1961. From 1948 to 1961 he was senior physicist and military analyst with RAND Corporation, and he has been an advisor to the Atomic Energy Commission and the Office of the Secretary of Defense. His books "On Thermonuclear War," a best-seller in 1960, and "Thinking the Unthinkable" (1962) aroused a storm of controversy. His other books include "On Escalation: Metaphors and Scenarios," "The Year 2000" (with Anthony Wiener), "Why ABM," and "The Emerging Japanese Superstate-Challenge and Response."



by  
Herman Kahn

**T**HE oceans have played two very different roles in human history. Very often, as in the Mediterranean, even relatively primitive seafarers could hug the coast, using the sea as a free, natural highway for trade and colonization. However, the oceans, especially the Pacific and the Atlantic, were imposing barriers to serious commerce.

The extent to which the largest ocean of all, the Pacific, will now become an efficient connector rather than a barrier is one of the more interesting questions for the next decade. If this occurs, the countries of the Pacific basin (including some nations such as Brazil which technically do not border on the Pacific Ocean, but whose commerce and financial relations increasingly involve nations which do) would surely form a relatively tight Trading and Investment Community.

Such a development would represent a new stage in the march of history which focused first on the Mediterranean and then on the North Atlantic. I am suggesting also that a remarkable amalgam of Western Chinese, and Indian cultures will be created around the Pacific basin "connector." In some ways Singapore is a prototype of the new culture since it mixes Western (mainly American and British) with Sinitic (Chinese and Japanese) roots and adds a significant Indian influence.

The likelihood that the Pacific Ocean will increasingly become a connector of nations and peoples does not, of course, depend simply on shipping. For the Pacific to work effectively in this way, new telecommunications systems are needed that can tie organizations together almost as tightly as if they were in the same building. Supersonic aircraft seem likely, eventually, to facilitate the movement of key personnel and objects and thus further the interconnectedness of this area.

But the most important single ingredient for drawing this huge region together would be a continuation of the extremely vigorous economic growth which has been occurring there since World

War II. This seems likely for the next decade or two.

### A NATURAL HIGHWAY

To a considerable extent, the sea is a great natural highway. No energy is required to keep masses of goods afloat, and little to overcome the modest friction of water, unless high speed is wanted.

Thus a freighter can carry ten thousand tons on one-fortieth of the power required to move a jet carrying perhaps one hundred tons — at thirty times the speed. Even on expensive roads, a car requires a thirtieth of the freighter's power to move a payload of perhaps a quarter-ton at three times the freighter's speed. And, until recently, extensive paved highways have been built in only a very few parts of the world. It is hardly surprising, then, that a great part of the world's commerce has always moved — and still moves — by water.

### BULK CARRIERS

At the moment, the best way of moving great masses of homogeneous material is by the so-called VLCC (Very Large Crude Carrier). The larger the ship, the less fuel it has to expend per ton transported. Thus, the size of tankers has mushroomed from individual capacities of twenty thousand tons in 1945 to 0.5 million tons 30 years later.

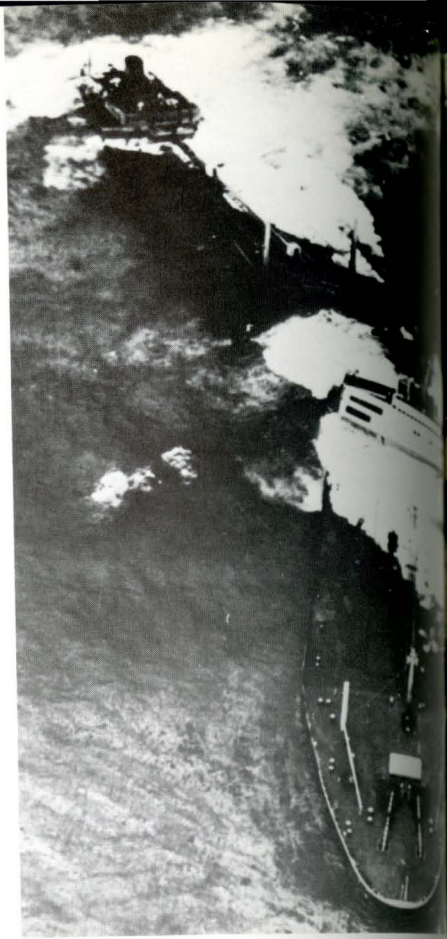
The dramatic increase in size involves serious consequences to the environment (in the event of disaster at sea) and to the pattern of port use (most ports cannot accommodate very large tankers). In a future war — or other situation of violence such as terrorism — ships will provide fewer targets of individually greater value — and individually far more difficult to replace or salvage.

Currently there is much study of the possibility of moving large tonnage by submersibles — or even by a train of submersible "plastic" bags towed by submarines. Both theory and experiment indicate that such submersible transportation should have very low resistance if moved slowly and should result in large savings of energy.

Oil is by no means the only bulk com-



**BREAKUP OF SUPER TANKER TORREY CANYON, MARCH 27, 1967.** "The dramatic increase in size [of tankers] involves serious consequences to the environment."



modity to move by sea. For well over half a century, the steel mills of Ohio, Pennsylvania, and Michigan have been fed by iron ore from the mines of Minnesota — carried across the Great Lakes in big bulk carriers of specialized design. More recently large iron ore carriers have been built for the international trade; other ships cater to bauxite, grain, and even wine. Luckily, operators of large bulk carriers are able, to some extent shift their ships from one trade to another as trading conditions have changed.

### CONTAINERSHIPS

The rise in bulk trade has been paralleled by a rise in the trade in manufactured goods, which were traditionally handled in small lots. Since unloading a large ship piece by piece is a lengthy and uneconomical process, the container has been developed. Goods move into a ship prepackaged in sealed metal containers, which can be loaded and unloaded rapidly and may be transferred on land to trucks or railroad cars.

Another modern innovation is the registration of ships controlled by owners in advanced industrial nations — with high labor costs, taxes, and safety standards — to so-called flags of convenience, like Liberia. This stratagem doesn't mean that these ships completely evade regulation. Since all operators must

carry insurance, the insurance companies are very vigilant in examining what really counts in terms of the risks they accept. As a result, despite much concern, safety standards are reasonably good for the ship and the fireman.

### THE "COST" OF ECONOMY

One problem, however, is that economies of scale have dictated larger and larger ships, and the longer the ship, the easier it is to drive with fewer horsepower per ton of ship. But this also means "with less and less effective steering" since the efficacy of a ship's rudder depends on the volume of water (i.e., the power) thrust upon it by the propeller.

Economics also dictates smaller crews and a reduction in duplicate systems. That is, the potential onboard repair force shrinks, while the significance of

the items in question grows. The consequences of poor maintenance of such large ships can be very serious indeed — and not for the ship alone. If an inexperienced crew runs an underpowered super-tanker aground, a very nasty and highly visible oil spill can easily result.

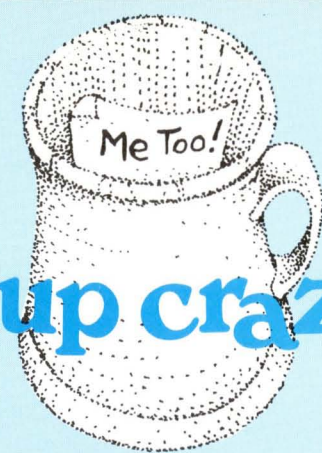
Furthermore, the shipowner's vulnerability to the legal vengeance of those who suffer from the spill is reduced by the use of flags of convenience, which can lead to a welter of confused jurisdictions.

The dominant feature of modern commercial shipping, then, is the rise in both the size and number of cargo carriers. The larger ships are usually faster but less maneuverable than their smaller predecessors. Since they can use fewer ports, the greatest sea lanes have become increasingly congested. Indeed, radar ship control similar in spirit to the aircraft control at busy airports has already been introduced in some ports. A corollary trend has been a much more careful sounding of coastal waters as ships have grown in draft.

### FUTURE TRENDS

An opposite trend must also be mentioned. While conventional ships are limited to speeds below fifty miles per hour (considerably less if they are to be economical), new technologies hydrofoils and vehicles riding on an air cushion) promise ship-like vehicles capable of up to twice this limit — albeit with limited payloads. Such vehicles, which could cross the Atlantic in little over a day, may revive the long-range passenger traffic lost to the airlines. It seems likely that the means of ocean commerce will proliferate and its volume increase even more in the future than in the past.

## cup crazy



by Jim Carpenter

As anyone who has served long periods at sea will tell you, behavior patterns under those circumstances can assume strange dimensions, and little things, especially those connected with the mess, assume outlandish proportions.

So it was that the Chief Engineer of a certain merchantman, long in a combat zone, became unusually obsessed with "his" coffee mug, guarded it zealously and insisted that no one else use it.

The Chief was not the most admired man aboard and, so when he would leave the mess, certain of his messmates in an attempt to goad him (and others just for a source of general amusement) would pour the dregs of their coffee into "his" mug, leave a dirty spoon in it or conjure up some other means of leaving the impression that the mug had been used in his absence.

This never failed to result in a profane and lengthy demonstration upon the Chief's return which became, for several days, the principal entertainment aboard.

Not quite certain whether others were actually using "his" mug or whether he was being made the subject of pranks, and thinking to put an end to this nonsense in any event, the Chief surreptitiously placed a note in "his" mug as he left the table after dinner one evening. On the note was written, "I spat in this mug."

When he returned for breakfast the next morning he found a second note on which was printed, "Me, too!"





### TOUTE SUITE (TOOT SWEET)

*A man can whistle – so can a bird,  
There's even a whistling fish,  
But the friendly toot or the royal hoot  
Of a boat whistle is my dish.  
The tugboat's shrieky snort is one  
Just like a terrier's bark,  
While the big yacht's sweet, symphonic call  
Can be likened to that of a lark.  
The tanker gives a drawn-out moan,  
The steamer a raucous scream,  
But the ferryboat, with its heartfelt Ooooh,  
Echoes a landlubber's dream.*

*Helen T. Brown*