The LOOKOUT

Feb-March 1983

THIS ISSUE:
Eric Ridder Speaks Out

Editor's Note:

President Reagan's State of the Union message in January offered a strong endorsement of international trade and a more efficient port system. Urging enactment of a port modernization bill, the President's remarks underlined the new attention maritime issues are receiving nationally: attention welcomed by the industry.

In this issue of the Lookout a number of major issues are addressed. Eric Ridder, publisher of the highly respected *Journal of Commerce* offers his views on the economy and world trade in the port of New York/New Jersey. From former Presidents Ford and Carter to economist Irving Kristol, the consequences of protectionism on world trade and the maritime industry are reviewed. And Mobil's Walter C. Mink, Jr. gives us an insider's look at what its like to run one of the world's largest tanker fleets.

During 1983, the Lookout will continue to provide insight into some of the major issues and personalities affecting the maritime industry. At the same time it will offer sidelights on the literature, art and history of the sea and the seafarer.

The year just begun promises to be an exciting and challenging one for both the maritime industry and the Seamen's Church Institute. As always, we would like to hear from you, encourage you to pass along your copy of the Lookout to an interested friend, and wish you all continued happiness and success. ■

Carlyle Windley
Editor

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MOSAT: Mobil Marine Operations Span Globe

Mobil Oil is well known to millions of Americans. Not just for its petroleum products, but also for Mobil's controversial advertising and sponsorship of quality, public service television programming.

Less well known, however, is Mobil's oceangoing fleet of tankers, which moved more than 70 million tons of cargo last year—much of it crude oil to fuel the American economy.

"Mobil's fleet developed over the last century in response to a need for efficient, economical worldwide distribution of petroleum," said W. C. Mink, Jr., Vice President for Marine Transportation. "Today we serve a company doing business in 100 countries which, in 1981, grossed $68.6 billion. Meeting the marine transportation requirements of a company this widespread requires a major marine investment.

"Mobil employs 250 shore-based personnel and more than 2,450 officers and crewmen in a complex, worldwide system linked by computer and satellite, whose $292 million in marine assets would—if it were a separate company—rank near the midpoint of the "*Fortune* 500."

"Oil is a vital business," Mink commented, "whose success depends in part on our ability to deliver the right petroleum products to the right markets at the right time. Efficient delivery systems are basic, and water transportation remains the most efficient form of distribution."

Currently, Mink's organization owns 40 oceangoing tankers totalling 4,733,000 deadweight tons. Of these, six are registered in the US and the other 34 in various countries. In addition, 22 vessels, representing 2,750,000 deadweight tons, are chartered by Mobil on a long-term basis and 9 on short-term leases.

Chartering is an important element of Mobil's marine operating strategy.

"If you own a ship, you can be locked in for 20 years," says Mink. "Chartering provides flexibility. We have, for example, reduced our VLCC (very large crude carrier) fleet to meet today's lower demand by allowing a number of ships to go off charter." With increased prices and lower demand for crude oil, many oil companies, like Mobil, have found chartering to be an effective cost-cutting measure."

Chartering is, of course, only one aspect of Mobil's marine operations. The drive for efficiency encompasses every area, including converting vessels from steam turbine to diesel power. Of the 12 VLCC's owned by Mobil, two were built with diesel engines, and seven have been converted since joining the fleet.

"The fuel savings equal or exceed the projected economies; as a result, we have substantially reduced VLCC operating costs." Diesels are 30-40 percent more efficient, according to Mink, than steam turbines. A diesel engine uses 105 tons of fuel at normal speed, compared to 160 tons for steam-driven ships.

Another problem for Mink and Mobil is port efficiency. "Too many of the world's ports are not geared to handle the economical VLCC, which may be 1,200 feet in length—longer than New York's Empire State Building is tall." As he views it, port administrations have not always kept pace with the advances in shipbuilding technology.

"Lightering or transshipment of cargoes is costly," Mink argues. "Thus development of single point mooring systems—connecting VLCC's to shoreside distribution points by pipelines—has been necessary. Essentially the key to low cost delivery of petroleum products is an integrated system. Every geographic area and port has its idiosyncracies, which must be factored into our planning."

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MOBIL ENDURANCE (32,500 dwt.) one of the ships, which entered service in 1982.

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MOBIL ENGINEER (32,075 dwt.) at Port Mobil NY.

Mink's operations are affected not on by tides and weather from the Arabia Gulf to New York Harbor—a twenty-f hour a day every day concern—but t ship engineering, design, crew utiliza tion, inflation, politics and governmen regulations. Like all fleet operators, Mobil's goal is efficient, timely deliver of cargoes. But unlike others, a failur to deliver petroleum can be disastro

"Not getting the right oil products to New Haven in January isn't like doin without bananas. No fuel means cold homes, cars without gas, businesses without heat or energy and specializ industries—including plastics—heav based on petroleum products, that a in trouble. A refinery in Texas withou the right fuels cost millions a day in wasted potential."

Mink, a thirty-year veteran of the ma time industry, takes a global view. A he sees it, the interdependence of national economies is a reality. And contribution of transnational compan such as Mobil is largely unappreciat by the public. Economic interests transcend borders.

"A political upset in the Middle East may be a matter of indifference to a family in Kansas. Yet if this closes a major leading port in the Arabian Gulf, the family in Kansas may be affected. Or if a VLCC is delayed by a hurricane in the South Atlantic, the economic consequences for Boston may be formidible," he argues. "Our economy is international, interdependent and integrated."

Mobil, one of the industry's best fleet operators, keeps tight control on every major element of its marine activities. A Technical Division, for example, designs and builds new ships to Mobil specifications; the Analysis and Control Division monitors operating costs; Maritime Relations is responsible for personnel safety and well-being, and for assuring that Mobil ships operate in an environmentally responsible way.

Environmental issues are watched at all levels, from top management to crews. The Marine Fleet organization supervises US deepwater and inland waterway vessels operations and the international group of oceangoing fleets.

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Mr. Mink, Jr.

"Mobil's marine organization reflects the fact that transportation costs ultimately affect the public," Mink asserts. "The oil business is highly volatile; every element—including transportation costs—must be competitive, if we are to succeed in the marketplace."

From crude oil tank washing systems, through specialized crew training, ship design innovations and the latest and best available shipboard equipment, Mobil is at the cutting edge of the search for operational efficiency.

"Forecasting, planning, and quality personnel—at sea and onshore—are the critical factors," Mink says. "The great strength of Mobil's marine organization—and its surest guarantee of continuing success—is its people."

"Our crews and officers are highly trained professional seafarers who do a tough job requiring judgement and seamanship."

Mobil's marine operations may never be widely known among the public. But even the Company's critics can agree that the public is well served by an economy-minded marine management concerned with delivery of an essential product. On time. Wherever needed. Worldwide. ■

A sampling of new fish dishes prepared for Port Promotion Association lunch.

New Taste For 'New' Fish Could Bring Added $'s to Port

For several years efforts have been underway to revive the commercial fishing industry in the Port of New York/New Jersey. A part of this movement is to educate the public about the varied uses of fish as a healthy and inexpensive food source.

To help accomplish this, Sea Grant, a federally funded New York state agency supporting seafood product development and port promotion, approached Joe Regenstein, a Cornell University Associate Professor of Food Science, to work on product development for fish. Recently, at a meeting of the Port Promotion Association of New York/New Jersey held at the Seamen's Church Institute, Prof. Regenstein gave the Association a "taste" of what his seafood development project is all about.

To demonstrate that fish can be used as a tasty and healthy protein source, "chef" Regenstein prepared a buffet luncheon of chili, tacos (both made with minced fish), a "Poor Man's Herring Salad," gefilte fish, fried India and China bites (also made with minced fish), a fish gelatin salad, fish knishes, squid in tomato sauce, fried squid rings, fish curry with rice, sweet and pungent fish and a lemon float dessert made from agar-agar, a seaweed derivitive.

Chef Regenstein prepares minced fish chili pr the Association meeting.

"You can use fish as a meat substit said Prof. Regenstein. "And fish dish are substantially lower in fat and ca ries than most meat dishes. For exa ple, one of my fish dishes contained about 2-5% of fat, even after adding vegetable oil for juiciness, but the s serving of a meat dish would contain 30% fat. Also, most fish dishes are l sodium and high in protein and vita ins," he added.

Fish can also be processed cheaply efficiently for consumer use. By usin machine called a meat bone separa fish can be ground into "patties" co only about 12¢ a pound. These patti can be used to make many dishes including molds, gefilte fish and fish balls. Ground fish also can be used meat substitute in chili and tacos an not taste at all like fish, as the Asso tion members can testify. The leftov bones can be used for soup stock, chowders and as a base for Newbur sauces.

But there are problems halting the growth of today's fish industry. One problem is getting the fish from the s to the market before it begins to spoi Unlike European vessels, American ships do not have the facilities to ke fish in temperatures below thirty to degrees celcius. Technological deve opments in this area could give the York fishing industries an edge over eign competitors.

Another problem is how fish is handl before it reaches the consumer. Pro Regenstein told Port Promotion Association members; "most of the quality improvement programs today are simply to get fish that is mistreated to act its own age. That is, an eight day old fish in this country behaves more like a twelve or fourteen day old fish because it has been mishandled. If it were handled correctly, it would look like an eight day old fish.

"The systems we're working on have been partially successful and partially unsuccessful," added Prof. Regenstein. "There are limitations. How do you get a two week old fish to act like an eight day old fish? It's biochemistry and it's bacteriology. We can control its bacteriology—the spoilage—so that it will last much longer. We can't control the biochemistry yet, but we're looking at both levels."

Another concern is, "are consumers getting the quality they pay for?" When supermarkets advertise "fresh fish" does it mean the fish is three hours old? Three days old? Three weeks? According to the Federal Food and Drug Administration Consumer Affairs Officer, Carolyn Hommel, the term "fresh fish" does not mean that the fish has necessarily been caught and sold on the same day. Some fish caught at sea is frozen on ice until it reaches the marketplace. This means that the "fresh fish" you buy at the supermarket may have actually been frozen at sea.

Also, government inspection takes place directly at the plants. Only now are government officials realizing that the fish leaving New Bedford or Gloucester docks does not arrive in the same condition in New York. Because of mishandling and poor regulations, fish reaching the New York area loses some of its quality in freshness and taste.

Another factor that may be blocking the development of the fish industries is that most Americans do not consume large quantities of fish in their diet. For example, at the Port Promotion meeting, Brendan O'Malley, Manager of the Regional Development Division of the Port Authority of NY & NJ, pointed out that the US is an excellent source of squid but our squid exports are greater than its domestic use.

"Most of our squid is sold to the Japanese," says O'Malley. "The Japanese eat 500 thousand metric tons of squid a year—in a nation of 120 billion people. The French, Greeks, Italians and Portugese all use very large portions of squid annually."

Although the squid industry is a highly profitable one, this over abundance of squid could be used domestically as an economical, high protein food source. Americans are actually giving away a highly valuable food resource.

Prof. Regenstein believes the opportunities for fish as a major food source are growing and is working to produce and market those underutilized fish products. One such product, a one-pound package of minced fish meat sold so well that a supermarket chain now markets it under a private label. Another project in the works is a seasauce—a ready-to-eat spaghetti sauce that is scheduled to sell in supermarkets under the Abbott Seafood label of New London.

"The possibilities are endless," says Mr. Regenstein. "With America recognizing its role in fisheries and taking its own industry seriously, hopefully we will catch up with other parts of the world and become the leader in seafood technology—the handling of seafood, shellfish and finfish.

The people in New York/New Jersey with roles in developing the port have the advantage of starting fresh. This is an industry that has long traditions—but one whose potential for today's market has not begun to be fully recognized. There are opportunities starting from ground zero in this industry." ■

The Port Promotion Association of NY/NJ is a voluntary membership organization of maritime agencies, business associations and labor organizations who seek to promote the welfare and economic growth of the ports of New York and northern New Jersey.

Why Use Fish?

Besides the nutritional advantages, there are many other reasons to use fish. It is convenient and quick to prepare if used properly. In general, fish takes less time to cook than other meals. In some of the recipes it is a gourmet item, while in others it has "kid appeal." It is often cheaper than meat, especially if you use underutilized and/or home caught fish.

Poor Man's Herring Salad

2 (3¾ oz)	can sardines, drained and broken into pieces
1½ tbsp	sugar
2	hard boiled eggs, chopped
¼ cup	chopped onion
¼ cup	mayonnaise
2 tbsp	vinegar

Combine all ingredients. Chill for several hours. Serve as an appetizer or sandwich filling. Makes $1^2/_3$ cups.

For a variation on the above recipe that could help your pocketbook (and your waistline): take a 1 pound can of water-packed mackerel, drain, remove bones and double the rest of the recipe.

Joe's Chili

2 tbsp	cooking oil
1 lb	minced white fish
1 lb	can of beans (chili, kidney, pinto, etc.)
1 lb	can tomato sauce (or tomatoes)
1 pkg	pre-mixed chili spices
½ tsp	hot chili powder
¼ - tsp	cumin powder

Cook fish in oil until fully cooked. In another pan, combine beans, tomato sauce and chili spices and add cooked fish. Add the hot chili powder and cumin powder to taste. Heat and serve with cheese toppings.

Recipes from "Choose Your Title" by Joe M. and Carrie E. Regenstein.

Meat and Potato Journalism for Decision Makers

From the role of the media in American society, to the future of the maritime industry and world trade, Eric Ridder's thoughts and opinions are much like the newspaper he publishes: responsible, informed, and concerned with the issues and personalities of his time.

In fact, Ridder and the Journal of Commerce may be doing more to shape maritime industry opinion and government trade policy than does television and/or print media with vastly larger national audiences. And doing it effectively.

"We are a business paper. We write for the well informed government official, for the business executive and manager, for the "influentials" who are responsible for the future of the maritime industry and international commerce."

A soft spoken man with an easy smile, Ridder is a 40 year veteran of the publishing business. He began his career at the Journal of Commerce in 1937. Serving in the US Marine Corps during World War II, Ridder returned to the Journal as General Manager following military duty in the Pacific. He became publisher in 1958.

"The Journal of Commerce's job is to provide all those involved in world trade with the information that is necessary for them to function. Our perspective is global. We assume that our readers are familiar with the subject. We get right to the meat and potatoes of the story, without having to explain what it is all about."

As might be expected of a publisher reporting on international commerce, Ridder believes in a strong world trade position for the United States. "I don't really think that the forces of protectionism will carry the day. We should encourage growth in trade and make the pie bigger rather than fight over a fraction of it."

Warning against protectionist policies of foreign countries, Ridder sees protectionism as self-defeating. "What is gained in protection of one industry is lost in another. The net result may be a reduction in total employment—not new jobs nor new industries." Nations in a global economy are, he believes, interdependent. "The more business you do with a fellow, the less likely you are to fight with him."

A vigorous international commerce is also vital to the nation's ports, he asserts, including New York. UNCTAD, Ridder believes is a "potential disaster," a protectionist cartel. "It's a 40-40-20 arrangement where trading between two countries—each gets 40% of the business—and then only 20% is allowed to third country carriers."

Another potential disaster, as he sees it, is the Law of the Sea Treaty. Ridder believes US approval would place an unfair

Mr. Ridder

burden on the industrial nations to finance exploration and development. "The objections we and other industrial countries have is that the rest of the people say: 'It's fine if you go out there and mine the seabed and use all the technology you've developed. Then we'll have the right to steal it from you' . . . that's something that the US is not going to do."

The industrial nations, Ridder contends, would thus be in the position of financing development and then turning it over to others—without any protection of their own interest. "The question is whether its economic to get that "stuff" out. It's something that's still in the future. A high risk area. Like oil shale. We know that we've got enormous quantities of oil in the shale deposits and sand deposits, enough to eliminate the import of oil. But the question is whether its economic to get that oil out of the shale and so far I don't think so."

The shortage of deep water ports are another problem for the US. Environmentalists have too often blocked logical and necessary dredging operations, he believes. "I think all the ports in the country make strong efforts to be spokesmen for good common business sense. The problem is that nobody's interested. The ports do not have a constituency." Cooperation between maritime business, labor and government could be improved, he believes.

An advocate of a strong US maritime defense policy, Ridder is concerned about the absence of public perception of weaknesses in the American naval position and the increasingly strong position of the Russians. As he views it, improved cooperation and coordination between the various branches of the military would help strengthen US defense and maritime policy. "I don't think we dominate the world oceans anymore. I think the Russians are a very, very strong and viable presence."

What of the future? Ridder is bullish about the potential of the newspaper industry in the US—despite television—and sharply opposed to efforts by UNESCO to regulate the world press. As Ridder sees it, there will always be attempts to control the free press. "It's been going on since Guttenberg. Everyone that wants to be a dictator—whether it's a dictator of the right or a dictator of the left—hates a free press."

Newspapers are produced by human beings and there isn't any human being that doesn't make mistakes. And of course the press makes mistakes. But I believe the press serves the people and the nation well.

As far as I'm concerned there isn't any government regulation of the press. There is government regulation of electronic media, radio and television, especially. I sympathize with the radio and television people who claim that they don't have first amendment rights.

"Anybody who has the willingness and the money can print a newspaper for himself. But not anybody can buy a studio and go on the air with a television set and so the government has to give a franchise and when they give a franchise they have to regulate it. And I don't necessarily agree with the regulations that they have.

"I don't believe that when you have a Democrat running for president and a Republican running for president that some guy from somewhere else starts the free whiskey party and gets equal time over the air. That's just silly."

How effective is American business? Ridder believes that despite errors, the US remains a leader. "There's an enormous amount of criticism of American business. A classic example are the guys out in Detroit. We let the Japanese knock their ears off. They made a terrible mistake. But American business is still the leader wherever there's technology involved. I think all the noise about this Russian built trans-Siberian pipeline for example, was the stupidest thing we ever did in our lives. Our pumps and technology were better than anybody elses and we never should have done what we did. We should have done exactly the reverse. What we should have done was to say to them 'Hey boys, buy all the pumps you want. We're going to let you buy all those pumps. It takes a lot of steel pipe to haul all the way from Siberia to Western Europe. How about letting us sell you say 1/3 of the pipe?' This would make all the manufacturers of pumps happy, it would make the steel companies happy. Furthermore, the Russians are going to be selling 15¢ gas to Western Europe for 10¢ so they're going to lose their shirts on the gas. In the second place, they're going to have hard currency by selling the gas and then they're going to have to spend that hard currency with us to buy wheat and corn. So the US gets it both ways."

Are the Japanese dumping? "In the main I would say no. But the Japanese are the bad guys for a different reason. They are not free traders. They love to export but hate to import. And they put all kinds of stumbling blocks in the way of other countries' exports to Japan. They're protectionist for themselves. And that sort of adds fuel to the fire for people in this country who want to go for protectionism. Which, if we ever did, would be disastrous for world trade. We have to go in the other direction. We must try and get the other guys to be as reasonable about trade as we are."

For the immediate future, Ridder sees the Journal of Commerce expanding its coverage of insurance, where it is already a force, while keeping readers fully informed of the changes and problems faced by the world trade community. "Our readers are well versed on the problems. What we want to offer is in depth analysis backed up by current news which can be used by decision makers who will be shaping trade policy in the decade ahead." If the past success of the Journal of Commerce and Eric Ridder is any indication, world trade and American journalism should be well served. ■

Jimmy, Gerry, Bill, Irv and World Trade

Can arch political rivals Jimmy Carter and Gerald R. Ford find happiness together on the pages of THE NEW YORK TIMES?

Yes, if the subject is world trade and what both former Presidents believe is checking a drift to economic anarchy.

Warning against the "protectionist pressures of self-interest groups" and emerging trade warfare which "will put the world economy at peril." Carter and Ford jointly signed an Op Ed page story in THE TIMES this past November 24: an event with few precedents but one which underlined both leaders' concern about protectionism and its impact on the world economy.

> "The nations of the world are at a crossroad in the conduct of their trade relations." stress Carter and Ford. "Forces are at work that threaten the international trading system which has been built up since World War II and which has made possible an unparalled expansion of trade among nations and stimulated economic growth in most parts of the globe.
>
> "Governments in many parts of the world are faced with pervasive economic ills: sluggish economic growth, high rates of inflation and high levels of unemployment," they asserted.
>
> "In the search for solutions, they are being pressed to greater markets for particular interest groups by adopting protectionist measures: import restrictions, export subsidies, trade barriers in new guises.
>
> "These seductive remedies for economic ills threaten to drag the world into another period of trade warfare such as the one which we experienced during the great Depression.
>
> "They are seductive because they promise remedies to ills without taking into account the new ills they will create. In fact, they are not a remedy for the principle malady for which they are prescribed: unemployment. The truth is that for every job they protect, they are likely to cause the loss of more than one job," the former Presidents argue."

The warning has special urgency for the maritime industry, including business, labor and government, who face genuine problems if protectionism is successful and world trade is curtailed.

Ports such as New York City and Newark/Elizabeth, NJ are heavily dependent on rigorous foreign trade and can anticipate severe economic problems if protectionism becomes a reality.

"Trade warfare will put the world economy at peril," Carter and Ford contend. "Unilateral actions and recriminations will erode our alliances and our defense committments. Political relations among the industrial democracies will deteriorate. Further pressure will be put on the fragile economies of the Third World, most of which are already in deep trouble."

Aimed at the November Geneva meeting on the General Agreement on Tariffs and Trade (GATT) the joint editorial offered prescriptions for avoiding protectionism, including attacks on indefensible barriers to agriculture trade and negotiation on services, investments and other trade problems all largely ignored by the nations attending.

Agreement on what should be done, the former Presidents assert, must be matched by positive agreement on what should not be done. "Governments must refrain from bilateral deals and from restrictive agreements."

"To halt the drift toward economic anarchy is both a national and an international responsibility. This calls for good judgement and statesmanship on the part of all countries concerned."

While the Carter/Ford statement was the most dramatic appeal for free trade, neither President stood alone despite fears that a new Congress would be readily suseptable to restrictive measures.

William E. Brock, the United States Trade Representative to the GATT meeting warns,

> "The bipartisan consensus in support of free trade and an open market has, in fact, come under attack and is rapidly deteriorating. Of equal concern, trade liberalization around the world has at a minimum come to a standstill, and in too many countries there has been a move toward protectionism.
>
> "In the United States, local content legislation—the flagship of the protectionist sect—now has an absolute majority of sponsors in the House of Representatives and increasing support in the Senate. It is probably the worst piece of economic legislation to have a chance at passage in 50 years."

Arguing that more than $3 trillion in world trade is at stake, Brock equates trade with growth. "It can only flourish in a multilateral trading system in which nations live under a rule of law and adhere to those principles that have proven of such enormous benefit to all of us."

Deeply concerned, the Reagan administration faces hard choices. Can it surrender to the protectionist advocates in Congress without inviting global anarchy? What will be the effect on the 1984 elections, economic depression, structural unemployment and inflation? Can the Reagan administration master international as well as domestic support for its free trade policies?

Japan is at the center of the controversy, with economists predicting a repeat of the 1930's—an attack on Japanese trade policies led by American labor and business—who feel that US products have to be protected from foreign and, specifically, Japanese competition by law. "Japan must stimulate its domestic economy and tighten monetary policy to turn away from excessive reliance on exports," Harold B. Malgren, a business consultant urges.

But is it possible? One former American General of the Army, Douglas MacArthur, had a more realistic view of Japan's economic problem: a view ignored by the isolationist Congress of the 1930's and one which led irrevocably to World War II. "The Japanese are a proud, sensitive, and industrious race. They ask no alms from anyone and input none. They seek only the inalienable right to live. The alternatives are as simple as they are few. Either Japan must have access to the new materials needed to sustain its industrial plant and to markets in which to dispose of its manufactured products, or it must have provisions for voluntary migration of large masses of its population to less populated areas of the world. Either solution rests on the good will and statesmanship of others. Lacking such good will and if statesmanship fails, Japan would be forced to desperation, to death." General MacArthur who ruled Japan for nearly a decade, concluded "Men will fight before they starve."

His viewpoint underlines the existence of a broad standing consensus among American leaders that free trade is essential to American survival. "Our policy is directed not against any country or doctrine but against hunger, poverty, desperation, and chaos. Its purpose should be revival of a working economy in the world," George C. Marshall declared in 1947, "so as to permit the emergence of political and social conditions in which free constitutions can exist."

The economist Irving Kristol sums it up, "It is an inescapable fact that the American economy is a vital organ of a larger world economy. The one cannot survive, and certainly cannot prosper, without the other. The wealth of nations today is indiviseable. Our economic growth will henceforth be as dependent on our foreign policy as on our economic policy. And, if we fail to establish the conditions for such growth, our democracy will itself unravel, as economic pressures give rise to political polarization, at home and abroad . . . what few seem to realize is that a prospect of economic growth is a crucial precondition for the survival of any modern democracy, the Americans included."

Ahead for the Reagan administration and for the American public lie difficult, complex choices on world trade and the economic future of the West. Inflation, unemployment, currencies and the indebtedness of the Third World, will all be affected by trade policies as will the promise of peace.

The messages of Ford, Carter, Brock, MacArthur and Kristol are clear—full trade negotiations and statesmanship are the keys to economic growth. Still to be heard from are the voices and views of American workers facing unemployment, business men facing bankruptcies and Congressmen seeking re-election in 1984. Tough call? Ask Ronald Reagan in December 1984. ■

Container shipping in Port Elizabeth, NJ.

Sea Story: The Country Doctor and Rudyard Kipling

by Philip A. Jenkin

Brattleboro's James Conland, M.D., entered the world of Rudyard Kipling like a sea tern trapped in the Vermont hills. He met the Briton there in 1892, sweeping away for a while his Anglo-Indian preoccupations and replacing them with an irresistible Atlantic tang. A rare friendship at once spring up, and because of it the novel *Captains Courageous,* though credited to the most famous writer of the time, owes its life to the remarkable New England country doctor and his early years on Cape Cod and the Banks of Newfoundland.

The strikingly handsome Dr. Conland was strangely quiet about his own beginnings. One rumor said he had been rescued in infancy from a tragic shipwreck and never knew his parents or his rightful name; another, that he had been born in Brooklyn in 1851 to immigrants who died soon after, Irish father in the California gold rush, Scottish mother a domestic in a Massachusetts household. There were no records, though, to prove either story; and at seven, like a figure from the mists of legend, the lone boy materialized as a hired hand on a Cape Cod farm. If the doctor knew what lay behind the mystery, he kept it mainly to himself.

He did talk years later, to Kipling at least, about adventures that soon followed. By fourteen, he had survived armed warfare in the Caribbean and, simultaneously, as cook and second-in-command of a schooner whose crew lay ill with yellow fever, he battled the Windward Passage between Cuba and Haiti. Still in his teens, he had hauled hand-lines on Georges and the Grand Banks with fleets from Gloucester and other ports along the Atlantic coast. Most important, he served aboard the 105-ton *Lucy Holmes,* out of Kingston, Mass., under a skipper named Elisha M. Eldridge of West Chatham on Cape Cod.

Capt. Eldridge, a family man with an eye for youthful promise, took young Conland into his home and sent him to a local grammar school whose teachers recognized his talents and gave him special instruction. With this help and money saved from fishing and off-season jobs, he entered Wesleyan Academy, later renamed Wilbraham, near Springfield, Mass. Finishing there, he went to work in a Gardner, Mass. chair factory and then, moving to Brattleboro, Vt., in Willard's drug store and the office of a Dr. Henry Holton. Along the way, as a young man of uncommon good looks, he ran afoul of early romance and, when the girl in Chatham unaccountably changed her mind, a broken engagement. Yet he weathered all this and sailed on to a medical degree in 1878 from the University of Vermont. After practicing briefly in Weston, Vt., and in Connecticut, he returned to Brattleboro and a partnership with his old mentor, Dr. Holton.

In 1892, when the great friendship began, it was no easy thing to know the caste-conscious Kiplings. Recently arrived from their honeymoon to the Orient, they maintained the exclusiveness of a ruling class on an estate just north of Brattleboro, dressing formally for evening dinners, riding in a fine carriage with a top-hatted coachman, entertaining the great and near great—Conan Doyle, Harvard's eminent William James, Robert and Elizabeth Browning's artist son, Pen. Apart from the Governor of Vermont and a few other selected gentry, they had little time for neighbors, Mrs. Kipling rigorously guarding the seclusion her husband required for his work.

James Conland, though, proved to be someone special. By now, the one-time waif was a leading physician and civic figure in Windham County. He practiced from an office of his own on Main St., in the new red-brick Crosby Block with its fancy second-floor porch and colonnaded sidewalk. He had also accomplished the almost unheard-of by getting elected as a Democrat to the state's House of Representatives, a feat that stunned Brattleboro's *Vermont Phoenix* into editorial tribute:

> . . . we doubt whether any other Brattleboro Democrat could have carried the election. The doctor is a clean, clear-headed, upright man, and has the respect of political friends and foes alike. His nomination by his party was contrary to his distinctly expressed wishes, and was accepted by him because, as he supposed, there was not "a ghost of a chance" of his election.

He had served for one term and then, with typical confidence in his own judgment, held out against a second, devoting himself to duties nearer home and his home itself. Like his foster parent Capt. Eldridge back in Chatham, he had become a solid family man: husband of a lady he had courted in Connecticut and father of a bright, promising boy of ten. The three Conlands lived in a comfortable frame house, next door to Dr. Holton, on tree-shaded Walnut St. at the northern end of town.

A few miles beyond Walnut St., near a hilltop and looking off to Mt. Monadnock stood Naulahka, the formidable residence Kipling had built on a dozen acres that had been in the family of his American bride. The two men may have met quite literally by accident, when the little Britisher, coasting with his feet on the handlebars of his bike, crashed into a hay cart outside the Conland's. Most likely, though, the real friendship took hold on a snowy midnight when the doctor was called to deliver the Kipling's first child. Soon, after professional visits to mother and daughter, he was lingering for a chat and sociable glass with the celebrity who had piqued the local curiosity.

They were a contrast, these two. Born in India, already world famous at twenty-seven, the newcomer looked middle-aged; he was short, truculent, and a bit bald, wore thick eyeglasses and affected a walrus mustache that drooped over a stubby pipe. Some fourteen years older, the Yankee physician was a strong, still youthful figure with kindly manner, vigorous dark hair, and tidy mustache trimmed to pointed ends. Yet they had obvious things in common: intelligence, a love of yarning, and personal histories far more colorful than the usual run in an isolated rural township.

In particular, it was the early Conland days with the fishing fleet that set the Kipling mind astir at the hearthside or aboard the seafaring doctor's sleigh or buggy. At times, makeshift blood and guts livened up mere talk. On one occasion, resulting later in some highly pungent pages for *Captains Courageous,* the surgeon-fisherman brought a dead haddock into the house, where with sharp knife and deft flourishes he sliced away head, backbone, and offal, scooped out the precious liver, and pronounced the rest ready for salting in a ship's hold—if only one were handy.

Predictably, the two now devoted chronies soon had to be off to the sea itself. They visited Gloucester—"once or twice," Kipling later recalled; "three times," according to another source—registering, to protect the writer's privacy, as "Dr. Conland and friend" at tiny Swift's Hotel. In the crowded town hall, they shared a memorial service for Gloucester men lost since the year before. Out on narrow streets, they breathed air rank with fish and bait and relieved only by merciful whiffs from the open bay. Along even riper wharves, they explored squat little boats clustered between pilings like so many restless beetles. On one of these, the small sloop *Venus,* they made a single voyage between Gloucester and the port of Boston.

There, Kipling would still remember vividly at seventy, the doctor took him "to the shore-front, and the old T-wharf of Boston Harbour, and to queer meals in sailors' eating houses, where he renewed his youth among ex-shipmates or their kin." And once, the writer lamented, "he sent me—may he be forgiven!—out on a pollock-fisher, and I was immortally sick, even though they tried to revive me with a fragment of unfresh pollock." They came home from these holidays like a pair of schoolboys with souvenirs: charts both new and old and crude instruments of navigation—among the latter a battered ship's compass Kipling treasured til the very end of his days.

Settling back into Naulahka, Kipling worked at an inspired pace on his long story of a Gloucester fishing smack and the men who served on board her. Though except from the decks of ocean liners he had come no nearer to the Banks than those few days along the Massachusetts coast, he wrote now like a seafarer of life and death among the fleet. With even less experience of Cape Cod, he spoke as if, like his doctor friend, he had once hailed from there. He named actual vessels from Chatham, West Chatham, and nearby towns, picturing in affectionate detail Capt. Elisha Eldridge's old *Lucy Holmes.* His only partly fictional crews tell authentic tales of spectres haunting Chatham's lonely beaches, of "wreckers" preying on grounded ships, of the poor East Harwich halfwit with the cleft palate, "Tephen Peter" Cahoon, butt of many a local joke. People in *Captains Courageous,* as one oldtime Conland schoolmate noted when she read the book, "were real folks down on the Cape." There was no doubt whose recollections had put them there.

One of these real folks may indeed have been Dr. Conland himself, subtly cast as the novel's most admirable character, Capt. Troop, whose tiny schooner the *We're Here* rescues the spoiled Harvey Cheyne when the young scion falls from a liner's deck, is the skipper James Conland might well have become, honored in the fleet for his independent judgement and for his gifted view of the world "from the point of view of a twenty-pound cod." Kipling even gives him a promising son the age of the doctor's Harry; and it's young Dan Troop who says, echoing very likely a private Conland-Kipling ethnic joke: "Onct Dad *has* a jedgment, he'd sooner dip his colours to the British than change it."

The sea story was nearly finished when a second bicycle accident all but halted it forever. This time Kipling spilled off avoiding a team of horses driven recklessly over Pine Hill by his wife's hot-tempered and not quite sober brother. A feud that had long been building from a dispute over the family lands now erupted in a heated exchange, the brother calling the husband a "little bastard" and threatening to blow his brains out. Unwisely, Kipling took the quarrel to court, attracting widespread and seldom favorable attention.

Appreciating how upset the writer was with the disruption of an ideal routine, Dr. Conland called at Naulahka with

Mr. Kipling at home in Naulakha.

community leaders to assure him during the hearings of their support and respect. Kipling, though, was worried to distraction by the whole sorry affair. At best ambivalent about America, torn one way by her natural beauty and the Conland friendship, another by his disapproval of her manners and morals, he closed the house before the case could be settled and with his wife and two daughters—the doctor had recently delivered the second—decamped for England. In the chill hours of an August morning in 1896, only James Conland was at the station to see them off, and he cut short the painful farewell by quietly slipping off.

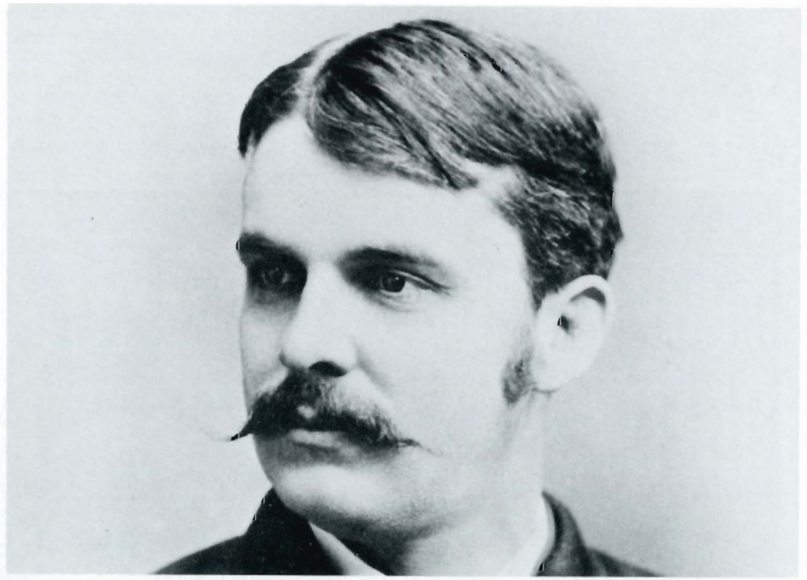
Soon, within weeks, nostalgic letters from Britain's south coast were arriving at Brattleboro's Walnut St. English fishermen, Kipling wrote, lagged in know-how behind their Yankee counterparts; the English landscape lacked "the keen sniff of an autumn morning up on the hillside." There were times, one letter said, when he felt like taking the next boat and getting his Vermont friend up to dinner right away.

It was late in 1898 when word came that he was in fact returning. By now the book had been completed, sold to *McClure's Magazine* for $10,000, and dedicated to "James Conland, M.D., Brattleboro, Vermont." The doctor was to have as his own the handwritten manuscript, under its early title (later on, felicitously changed) of *Harvey Cheyne, Banker.* But the big news was that the Kiplings thought of settling in again at Naulahka.

The five of them—a son had been born in England—disembarked at New York on a bitter February day, after a stormy crossing, and were promptly confined to their hotel beds with severe colds and fevers. Though the others recovered normally, Rudyard and the elder daughter did not; and soon headlines were announcing that the English author lay near death with lobar pneumonia. In Brattleboro, Dr. Conland heard the news and hurried to New York to join a medical team working to save father and child.

The New England physician watching at the bedside could not of course know, till Kipling revealed it later, that in his stricken friend's delirium the two of were off again on new adventures. Together they were sailing through nightmarish seas, even over Russia steppes, in grotesque wooden ships weird submarines, German vessles painted black; in all the jumble, the land voice remained the one thing r ognizable. And while the father's he brain fantasized, the daughter grew steadily worse and died. James Co land, who had brought her into the seven years before, now accompan the small coffin to a cemetery on L Island, then sustained Mrs. Kipling through weeks of grief and worry st come.

Shattered by his daughter's death he was strong enough again to be t of it, the father could not bring hims set foot again in Brattleboro. The h there was put up for sale, the docto helping ship belongings to England told to keep whatever he fancied of guns, fishing rods, and other sportin gear. There would in years to come the warmest of "Dear Old Man" let from abroad, some from Boer War b



Dr. James Conland (1851-1903).
From the Rice Kipling Collection, Howard & Amy Rice Library, Marlboro College, Marlboro, VT

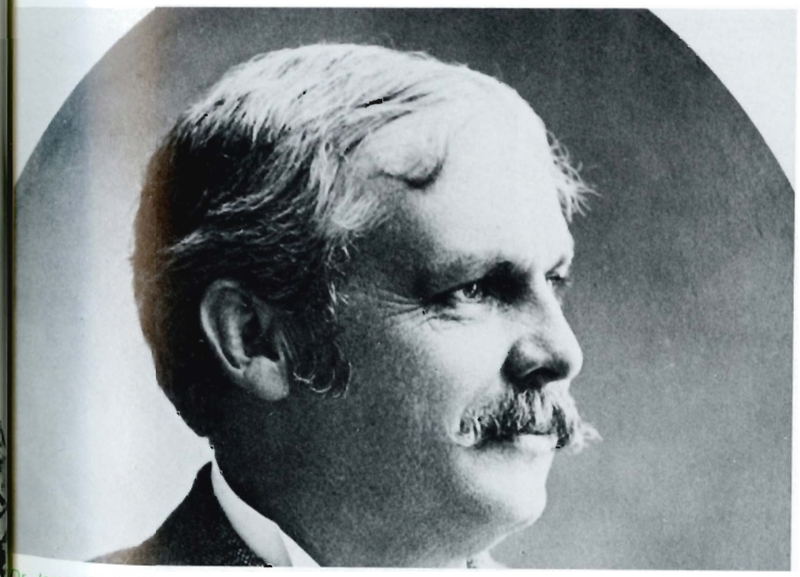
Down to the Sea in Ships—Gloucester, M

fronts his friend covered as a journalist, yet never again a junket together to the sea or evening by the fire at Naulahka.

James Conland meantime continued on a course all his own. Though medical colleagues might specialize, he chose to remain at his patients' general beck and call; though some physicians felt the need to take out state licenses, it seemed enough, in that comparatively unregulated age, that he held a university degree in medicine and had served his time with Dr. Holton. Besides his practice, he had hobbies. An antiquarian zeal took him rummaging about in New England barns and attics; and so well known was his interest in the sea that when he vacationed one summer in New Brunswick instead of Chatham. A Vermont paper suggested he might be studying fishing problems from the point of view of Canada. He had a son to raise, too, the boy already showing abilities that in adult life would make him publisher of Connecticut's *Hartford Courant.* And constantly the doctor was in demand for public office.

He had remained a Democrat, even when Dr. Holton, for whom he had named young Harry, went to the Vermont Senate as a Republican. Yet, in at least one matter, he veered off from his own party, refusing in 1896 to support the free silver policies of William Jennings Bryan. Despite the defection, Democrats and other voters overcame his long reluctance to run again and in 1902 returned him to the House. As before, speaking only when he felt it urgent, he stood out as one of the strongest members of either branch, serving on major committees, lending his name and quiet energies to individual rights and local self-determination. Capt. Troop in the *We're Here* could have sailed a no more independent course.

For years, James Conland had held office as pension examiner for Windham County and trustees of Brattleboro's Brooks Free Library, on top of his many other duties. But early in 1903 when Gov. McCullough named him to the state's tuberculosis commission, he declined on grounds of ailing health. That same winter, he went out on a stormy night, just as he had done a decade earlier for the Kiplings, and to no one's surprise collapsed from nervous exhaustion. By spring, the doctor was dead. His death certificate, presumably on hearsay, gave his age as fifty-two.



Dr. James Conland as an older man—early 1890s. *Dr. Conland's grandson, Henry J. Conland thinks that this photo was "probably taken a few years before he died . . . it was always on Dad's bureau."*
From the Rice Kipling Collection, Howard & Amy Rice Library, Marlboro College, Marlboro, VT

Vermont and Cape Cod newspapers gave him front-page honors. In Brattleboro, the *Phoenix* launched a fund, backed by the Governor, to erect a monument of native stone. Cape obituaries ran longer than they had for Capt. Elisha Eldridge, who had retired from the sea to become prominent as a Chatham merchant and postmaster and, by uncanny coincidence, died six days earlier. Whatever attention the printed eulogies gave to a conneciton between James Conland and the great English writer were incidental. The one-time waif, as always, stood out on his own.

He would stand out also in the Kipling memory even from such other intimates as John Hay, Cecil Rhodes, and Theodore Roosevelt. Though *Captains Courageous* came to seem less worthy to the author than at first, not so the man who had been the key to its creation. "My part was the writing," Kipling said as late as 1934; "his the details." Near at hand still was a beloved old boat compass, true as the fisherman who kept bobbing up in a Vermont country doctor.

During negotiations that year with a movie magnate for filming *Captains Courageous,* the seventy-year-old writer wanted to know if Hollywood proposed to introduce much sex appeal into the story. Informed that it certainly did, he pointed out, tongue in cheek, that "a happily married lady cod-fish lays about three million eggs at one confinement." The nonplused magnate merely asked if that were so, then went grimly on.

An unseen presence, however, may have worn a quiet grin. "Conland," Kipling wrote at the time, "had been long dead, but I prayed that wherever he was, he might have heard." It was the kind of thing his old friend would be likley not to miss. ■

On the Surface

The Law of the Sea Treaty—signed last month by 118 nations but not by the US and 23 other countries—is sure to be a source of continued controversy. The treaty takes effect when 60 nations ratify their delegates' signatures and regulates seabed mining and navigation . . . The resignation of *Drew Lewis* as Secretary of the Department of Transportation is widely regreted by many in the Reagan administration and i the maritime industry. Lewis was perceived as a courageou highly skilled administrator whose presence will be missed. However, new Secretary of Transportation *Elizabeth Dole* h a proven record in government and knows the Hill. Those w have worked with her say she is a fair but demanding admin trator, addresses the issues and asks the tough questions. This sounds good. Let's hope she will not "back-burner" th maritime. First indications are that she will not. ■

At the Institute

At the recent XVII World Congress of the Apostolatus Maris in Rome, the Institute's director, the *Rev. James R. Whittemore* and the *Rev. Paul K. Chapman,* director of the Institute's Center for Seafarers' Rights were among the Protestant clergy invited to attend. The theme of the Congress was the "Catechesis of Seafarers" and the tone was ecumenical with more than 200 persons from 41 different countries present. *Pope John Paul II* addressed the group on the third day of the week long Congress. He expressed the deep concern of the Church for the seafarers of the world and their families, stressed the need for and importance of seafarer centers and chaplaincy for seafarers worldwide; and, at the end of his address said "To all of you, to your families and friends, to your collaborators in your various countries, and especially to the men and women on the seas and oceans of the world who are one with us in Christ, I impart my Apostolic Blessing." . . . Later in the month, in New York, *King Olav V of Norway* called on the Institute during his state visit to the United States. His presence the Institute symbolized the special friendship that the peop of his seafaring nation and the Institute have shared over th years . . . End of the year reports show that Christmas-at-S volunteers knitted over 20,000 garments and prepared mor than 10,000 Christmas packages for seafarers this year . . . addition, not only did *Mobil Shipping & Transportation Co.* h with the solicitation of yarn for this year's project but *Mobil Corporation* added to the Christmas spirit here at the Institu through a generous contribution towards the Christmas parties for seafarers both here in New York and at Port Newark/Elizabeth, NJ. Other organizations who provided stocking stuffers for the seafarers' parties included *Avon Products, Inc.; MONY—Employees' Association; St. Thomas of Canterbury Episcopal Church ECW, Smithtown, LI; The Bowery Savings' Bank; New York Telephone; BIC Pen Corp ration; Caesar's & Sands Casinos, Atlantic City, NJ;* and *MACY'S* supplied Santa Claus. No wonder there were so many happy seafarers—many of whom were spending their first Christmas in the United States. ■

King Olav accepts an Institute necktie from Fr. Whittemore.

Pope John Paul II addresses Apostleship of the Sea Congress in Rome

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raunces Tavern Museum at the time it was being refitted with 12 on 12 indow frames. Today the museum is maintained as it appeared in the 1700's.

Friends & Taverns: 18th Century Style

Pearl Street is located in the heart of the financial district in lower Manhattan. It is a typical business street, filled with bustling crowds and ever erupting skyscrapers.

Yet, in the midst of this 20th century urban scene stands a rare vestige of Early American life: The Fraunces Tavern Museum.

Recently the museum opened a new exhibition entitled: *Taverns: For the Entertainment of Friends and Strangers,* which explores the background of the 18th century tavern or public house.

The exhibit, which runs through June 10, 1983, begins on the second floor of Fraunces Tavern Museum located at 54 Pearl Street. It features the famous "long room" where General George Washington bade farewell to his troops as well as a display of drinking, smoking and gaming equipment, decorative arts, rare books, manuscripts, tavern signs and more. All designed to illustrate life in the 18th century and the activities that centered around the tavern.

The museum, named after Samuel Fraunces, a celebrated 18th century tavern keeper, is today a New York City landmark. Back in the 18th century however, it was one of New York City's most famous taverns.

One of the main reasons for its success was its proximity to trade and travel. It overlooked the East River and consequently many of its customers were shipowners and traders. In fact, the tavern even had a telescope installed so that its patrons might observe their ships arriving or departing.

Travelers, too, found the tavern a welcome haven. Roads at that time often were little more than dirt paths with no markings and taverns were instrumental as travel aids. In those days, journeys were commonly measured in terms of the distance between one inn to another.

Once inside, a potential customer would not be disappointed. Hot meals were almost always available and libations were generous. In fact, with many of Samuel Fraunces' customers being hardy merchants or sea captains, "bending the elbow" was encouraged and patrons were rarely escorted to the door or asked to leave.

Taverns were also one of the main sources of communication during the 18th century. Handbills, notices and brochures were often posted around the building as were schedules of sailing ships. In areas which lacked mail facilities, the tavern also received and distributed letters and packages.

Meetings, educational presentations, performances and social activities were held here too. All told, the atmosphere was one that induced conversation revolving around social and political issues. Not unlike many taverns of today.

Only the sailors' haunts that lined the port's waterfront had negative reputations. Those taverns were known to act as a rendezvous for prostitutes, and encouraged gambling and fighting among the seamen. The houses also served beverages under the counter to servants and apprentices, a practice forbidden by law without express permission from a master. (The reason being, that drinking servants or slaves were often not fit to work the next day.)

Such taverns however, were the exception rather than the rule. Most tavern keepers were respected members of a community. They were hard workers often combining their occupation with another such as silversmithing or store keeping to supplement their income. In addition, since hard money was scarce and colonial paper money inflated, many tavern keepers received payment through an exchange of goods or service.

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A hea ·y bottomed 18th century "firing" glass, which when empty and banged on the table, rang like a musket shot signaling for a refill.
From the Collection of The Corning Museum of Glass, Corning, New York.

Decline of the Tavern

Despite all the functions it served, the popularity of the public house eventually declined due to several new developments. First, fraternal organizations and businesses began to develop their own facilities thus eliminating the need for meetings previously held at taverns. Two, the boarding house was growing in popularity among travelers; and, in the 1790's, the first hotel was introduced to America.

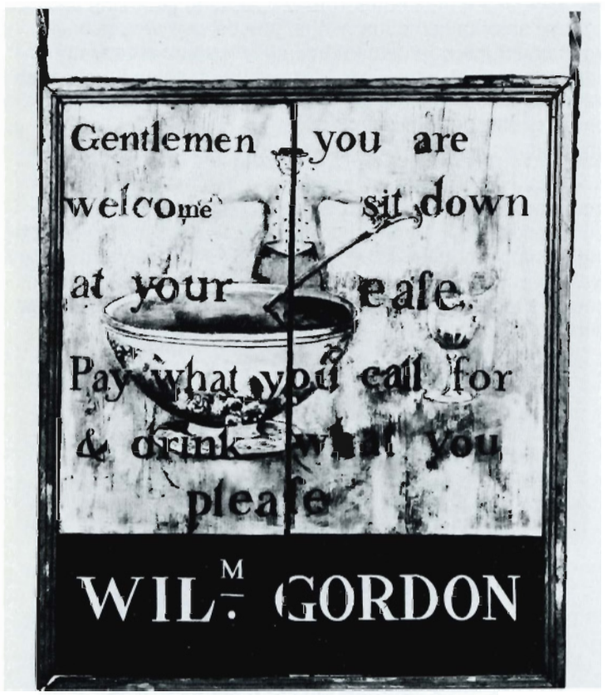
Last, but not least, in 1792 the first temperance society was born. Its enthusiasts considered public houses obstacles in their battle against liquor and lobbied heavily to close them.

So it was that the era of taverns and public houses eventually came to an end.

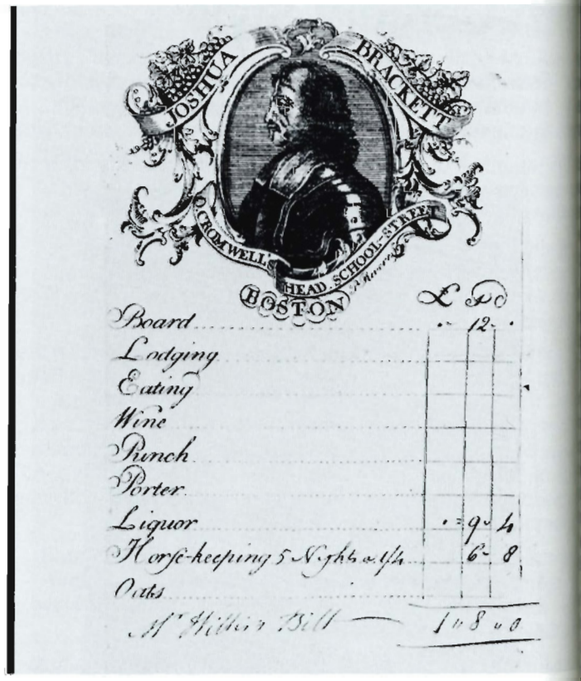
Fraunces Tavern however, has managed to live on; and with it, the legend it created. After Samuel Fraunces sold the building in 1785 it served a variety of purposes including hotel, meeting place, and tavern. In 1904 the Sons of the Revolution in the State of New York purchased the building and had it restored to its appearance at the time of the Revolutionary War. It was proclaimed a New York landmark in 1965, and in 1977 the entire block encompassing the Fraunces Tavern Museum complex was designated a Historic District on the National Register of Historic Places.

Although the Sons of the Revolution/NY own and operate museum properties, the special museum exhibits and variou programs are funded primarily by outside sources. Anyone wanting to know more about the life of Olde New-York and people who shaped its future should consider Fraunces Tavern Musuem a must.

Taverns: For the Entertainment of Friends and Strangers is lively exhibit of uncommonly good quality. The museum's other programs, workshops, etc. for both children and adul offer equally enjoyable opportunities to explore colonial American history in a setting where much of it began. Prog schedules are available on request by calling 212/425-17 Visiting hours are Monday through Friday from 10 am to 4 Admission is free. ■

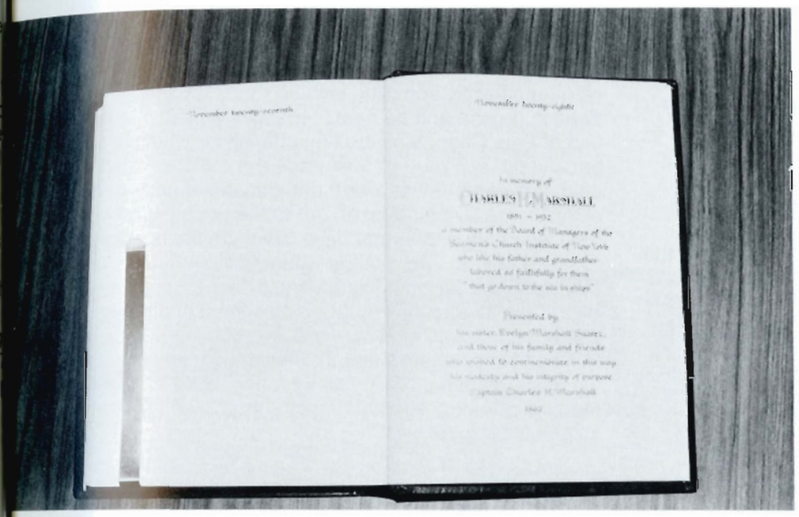


The spirit of conviviality and courtesy found at the most popular taverns and public houses is readily conveyed in this tavern sign of William Gordon. From the Collection of The Connecticut Historical Society.

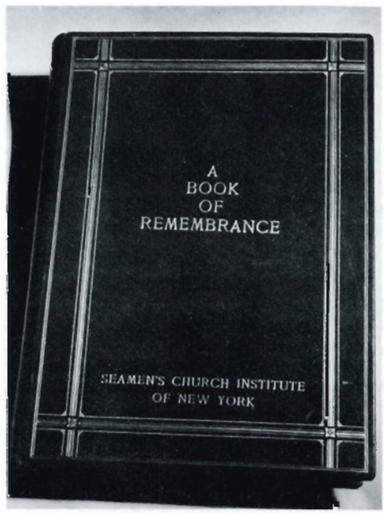


Board and bed for men and horse were standard entries on 18th century billheads. This one was engraved by Paul Revere II. From the Collection of The American Antiquarian Society, Worcester, Massachusetts.

A Book of Remembrance



One of the many memorial pages in the SCI Book of Remembrance.



Book of Remembrance.

For thousands of years throughout the world, monuments and buildings have been erected honoring particular persons and events.

But buildings and monuments may not always be an appropriate gesture. Many people wanting to establish a memorial, seek an equally lasting and significant but simpler form of commemoration.

That is what the late Martha and Stephen Comstock desired when they established the Book of Remembrance for the Seamen's Church Institute.

The Comstocks were devoted supporters of the Institute and wanted others to contribute to its work. To encourage this, they presented the Institute a unique memorial book whose concept and design was based on the earlier tradition of hand-illuminated Bibles and special memorial days.

The purpose of the Book of Remembrance was to provide a page for each day of the year so that an individual or family, by selecting a page, could have their own Red Letter Day for preserving the memory of a special day, person or event plus that of the donor in perpetuity.

In return for a hand-inscribed page in the book, the contributor would donate to the Institute the capital required to yield the difference between the Institute's earned income and its actual operating cost for one 24-hour period. At an anticipated average interest of eight percent annually, the amount is currently $35,000 dollars.

Designed by Tiffany and Co., the gold engraved, maroon leather Book of Remembrance rests inside its glass topped, carved oak case in the Institute's Chapel of Our Saviour for seamen. Each year the book is returned to Tiffany's were new names are inscribed. Once a page is reserved by a donor, that date is no longer available to anyone else.

Today on many of the book's vellum pages are the names of people and events together with a brief description or commemorative inscription following the name. Each specially designed page is engrossed by hand, illuminated with colors and burnished with gold.

Every year on the day of the event cited, the Book of Remembrance remains opened to that page for the day; and shall continue to be, in perpetuity. Prayers for the person or persons named are included in the Institute's chapel services during the week and family members are notified in advance so they might attend.

For many individuals and families, the Comstock's benevolent project has proven an appropriate and gratifying way to honor some loved one or cherished event, while at the same time providing significant support to the Institute's ministry to seafarers. Book of Remembrance memorials can be established in a variety of ways including deferred gifts, bequests, endowments or other specially devised plans.

Should you like additional information on the Book of Remembrance program, just call or write

The Rev. James R. Whittemore, Director
Seamen's Church Institute of NY & NJ
15 State Street, New York, NY 10004

Telephone: 212/269-2710 ■

Conduct Unbecoming

Reprinted with the permission of FAIRPLAY INTERNATIONAL SHIPPING WEEKLY, December 2, 1982.

This week we would like to take you for a walk on the seamier side of life, away from the plushly carpeted offices of the big liner companies, away from the bustling container terminals and the multi-million dollar marvels tied up there and down to the modest, some would say less salubrious, levels of shipping. Appropriately the scene is New York, a city which can change from opulence to poverty and back again within the space of a few short blocks. More specifically the scene is the Brooklyn waterfront and a sixteen year old, neglected general cargo ship which, for opponents of flag of convenience (foc) operations, has become the latest symbol against which they can direct their ire.

Many pieces in the tale are still unclear or missing but it is still one about which the industry and flag of convenience operated in particular if it cares at all about its image and about fairness, humanity and safety, should be equally irate. The story began with a grounding off the eastern Canadian coast nineteen months ago and hopefully has ended with a marshall's sale and the repatriation of the crew last week. As best as can be determined the Liberian registered, NK classed ship, then named OPAL, ran aground off Saint John, New Brunswick in early February 1981 sustaining bottom and machinery damage. She remained aground for three weeks before being towed off and put alongside in the port. Underwriters declared her a TCL (Total Constructive Loss). In July last year she was sold to Corfian Shipping Enterprises of New York who were provided with a provisional certificate of registration by Liberia, but the ship didn't go anywhere. In April of this year she was renamed SEA LIFT and resold to Belfast Transport Ltd., also of New York, and was again issued with a provisional certificate of Liberian registration with the proviso that the vessel was not to be placed in commission without confirmation of class by NK. A few days later the SEA LIFT was towed down from Saint John to New York where she briefly entered Todd Shipyards for repair.

At this time one John Mellos engaged a crew of Nicaraguan and Costa Rican seafarers through CMS manning agency of Miami. His cheque to the agency bounced. According to Paul Chapman of the Seamen's Church Institute of New York, who finally became involved in the repatriation of these crewmen, Mellos waived responsibility on the basis of having sold the ship, although he couldn't remember to whom. Another Mellos ship, the SUNLIGHT, is currently understood to be experiencing difficulties in Callao in Peru with the crew apparently unpaid for many months and long overdue for agreed repatriation.

Whether the Central Americans brought up to New York were in fact "crew members" has become a moot point and one of interest to the State Department. According to the Liberians the seamen never signed shipping articles. The ship was a stage seaworthy and thus never an "active" Liberian vesse Consequently the seamen never fell under the protection o the Liberian Bureau for Maritime Affairs. Rather than manni the ship, it appears that the crew were seen as providing a source of cheap repair labour. Conditions on board for ther were apparently appalling with no running water, a galley k deep in grease and no heat. "Absolute squalor" is the desc tion of Paul Chapman who first offered the Institute's servic back in the summer. At that stage the crew were still being paid, the weather was warm and they were getting the occ sional break by being taken out to the Long Island home of man who may or may not have been/be the latest owner t mow his lawns. Two months without pay, apparent total neglect by the owners, increasingly sordid conditions onboard and the onset of Autumn brought a change of heart. When the Institute did intervene they were met by stonewa tactics by the vessel's agents who may have been either Excelsior Maritime or Odyssey Marine as each spent most the time referring queries to the other. An actual owner pro an elusive target.

Meantime the Liberian provisional registration lapsed, a National Cargo Bureau team, which went aboard the ship, dodged the issue by maintaining that they couldn't conside whether a safety certificate should be granted as the ship w not formally presented for inspection, a $95,000 bill for port charges was being run up with the Port Authority and liens from the Miami crewing agency, the crew and the port wer being slapped on the hulk. $7,700 of Seamen's Church Ins tute funds finally saw the crewmen home and the marshall sale of the ship, good only for scrap, would hopefully pay o some of the outstanding charges.

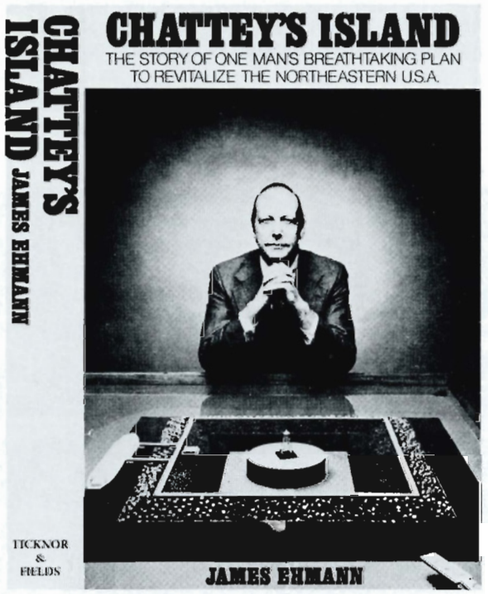
This sordid little story raises three fundamental questions which the industry needs to stop talking about and get dow to doing something about—accountability of owners, respo sibility for seaferers and standards of registration. The Libe ians must be smarting over such a fiasco taking place right the doorstep of their New York headquarters—all very well when a ship is sold half way up the Limpopo when it might take a few months for an official to actually see it. A differe matter when it is sold, not once but twice, right on the North American eastern seaboard.

We have much to say of late regarding the identification of owner of a ship. All very well in the case of the SEA LIFT s ing that Belfast Transport is the owner if it then takes three weeks of being bounced about by agents and lawyers to actually pin down any individual with legal responsibility. There might be political or commercial advantage in distan ing the ultimate principal from the owner of record of a ves But there should be no circumstances under which that ow should be permitted to camouflage his existence or respon bility. At all times there should be a readily identifiable corp ration with legally responsible office holders listed for every single ship.

As for the welfare of the seamen in instances such as the SEA LIFT, a suggestion floated by Phil Loree of the Federation of American Controlled Shipping has some merit. Loree suggests a safety fund should be created for the repatriation of abandoned seafarers. To be credible it must be administered by the flag state and cash could come from a very small additional levy at the time of registration (the total fund would not need to be a particularly large sum). Apart from ensuring that seamen would not be stranded around the world, Loree suggests that the fund could give rise to some of the same pressures exercised by the mutual insurance clubs. Respectable owners who found they were being forced to subsidise irresponsible actions by their less reputable brethren would be more likely to exert pressure to have the culprits either chucked off the register or shape up. For the rogue owners, who still need the respectability of a decent flag for their operations, there would be additional pressure to conform. ■

Paul Chapman of the Seamen's Church Institute meets with crew members aboard the SEA LIFT.
Photo: THE DAILY NEWS, New York, NY.

RECOMMENDED READING



CHATTEY'S ISLAND
The Story of One Man's Breathtaking
Plan to Revitalize the Northeastern USA
by James Ehmann
Ticknor & Fields
A Houghton Mifflin Co.
New Haven & New York
Hardcover, $14.95 in USA
ISBN 0 89919-126-6

Nigel Chattey, a fifty-two-year-old English marine engineer and economist living in New York, has plans to revitalize the Northeastern USA. His plan is to build an island twenty miles off the coast of New York City to house deep-sea ports, refineries, garbage disposal facilities and industrial plants; and, at the same time, deepen and widen the Erie Canal to transport coal and grain from the West to the East.

This plan would initially cost tens of billions of dollars, but would save billions per year for the area.

Interesting? Could be, but unfortunately, this idea never quite gets off the ground. James Ehmann, a journalist and the author of CHATTEY'S ISLAND, takes us behind the scenes to observe as Chattey struggles with officials in government, private industry and public agencies to try to establish some financial backing and acceptance for his project.

As readers we are treated to some first hand insights into the workings (or non-workings) of our government and its elected officials as well as background history on the Erie Canal and its creator, DeWitt Clinton. Throughout the book Ehmann draws a parallel between these two innovators and their ideas and dreams.

Although well-written and certainly well-researched, a typical reader may soon find himself lost in this narrative as he strives to keep up with Mr. Ehmann who is constantly jumping back and forth in time.

On the whole, however, we are offered an interesting perspective on our nation's growing energy problems and one man's mammoth but not impossible plan to try and revitalize the entire northeast coast. ■

* * *

Editor's Note: A summary of Mr. Chattey's island plan was published in the February/March 1982 issue of THE LOOKOUT.

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