

The LOOKOUT

December 1981



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Editor's Note:

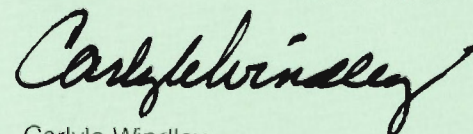
The tallying is done, and thirteen percent of the total *Lookout* readership responded to our questionnaire with an overwhelming vote of confidence in the new editorial direction and design of the magazine. For the two percent who wondered if the publication were not a little more expensive, yes, but it's also a considerably better book. For the two percent who want more marine history, we start to deal with that in this issue.

Responses show that *the Lookout* serves a national readership, primarily thirty-five years of age and older and from all walks of life but primarily business, homemaking and the other professions. Our readership is well educated, well read, informed and aware; concerned with a broad range of issues and ideas from ecology and marine history to legislative action, art, books, business and people. The majority of our readers are also active supporters of the Institute and have a strong and loyal commitment to its work with seafarers and to this nation's maritime traditions.

During 1982, we hope to continue to build both editorial quality and interest. We want *the Lookout* to be readable, reliable and informative whether you are a seafarer, maritime company executive, Christmas-at-Sea volunteer, marine history buff or landlocked subscriber who seeks to keep informed on maritime history in the making.

To this point, the current issue deals with some of the problems, opportunities and personalities who are reshaping the maritime industry both in the Port of New York/New Jersey and the nation. It also includes two articles of historical interest, a light (but we think informative) look at the world of marine insurance, a notable and sometimes tough book written by a seaman and a special dessert you may want to try during the holiday season.

We thank you for your readership and encouragement, wish you a joyful Christmas and happy and healthy year ahead; and ask you to send us your comments and ideas on this and future issues.



Carlyle Windley,
Editor



3 No Quick Fix For Maritime Industry

Key Federal executives work together to establish effective policies for revitalizing the US Maritime Industry.



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ISOSO Conference finds increased interest in the human dimension of the maritime industry.



6 Combo of Ingredients Help Assure Port Growth

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Underwater search for ships gains in popularity.



Cover: Photo from new SCI Merchant Marine School Catalog (see Back inside cover of this issue for more details).

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Reagan Appointees Agree: NO QUICK FIX FOR MARITIME INDUSTRY

Should the anti-trust exemption of the shipping industry be enlarged?

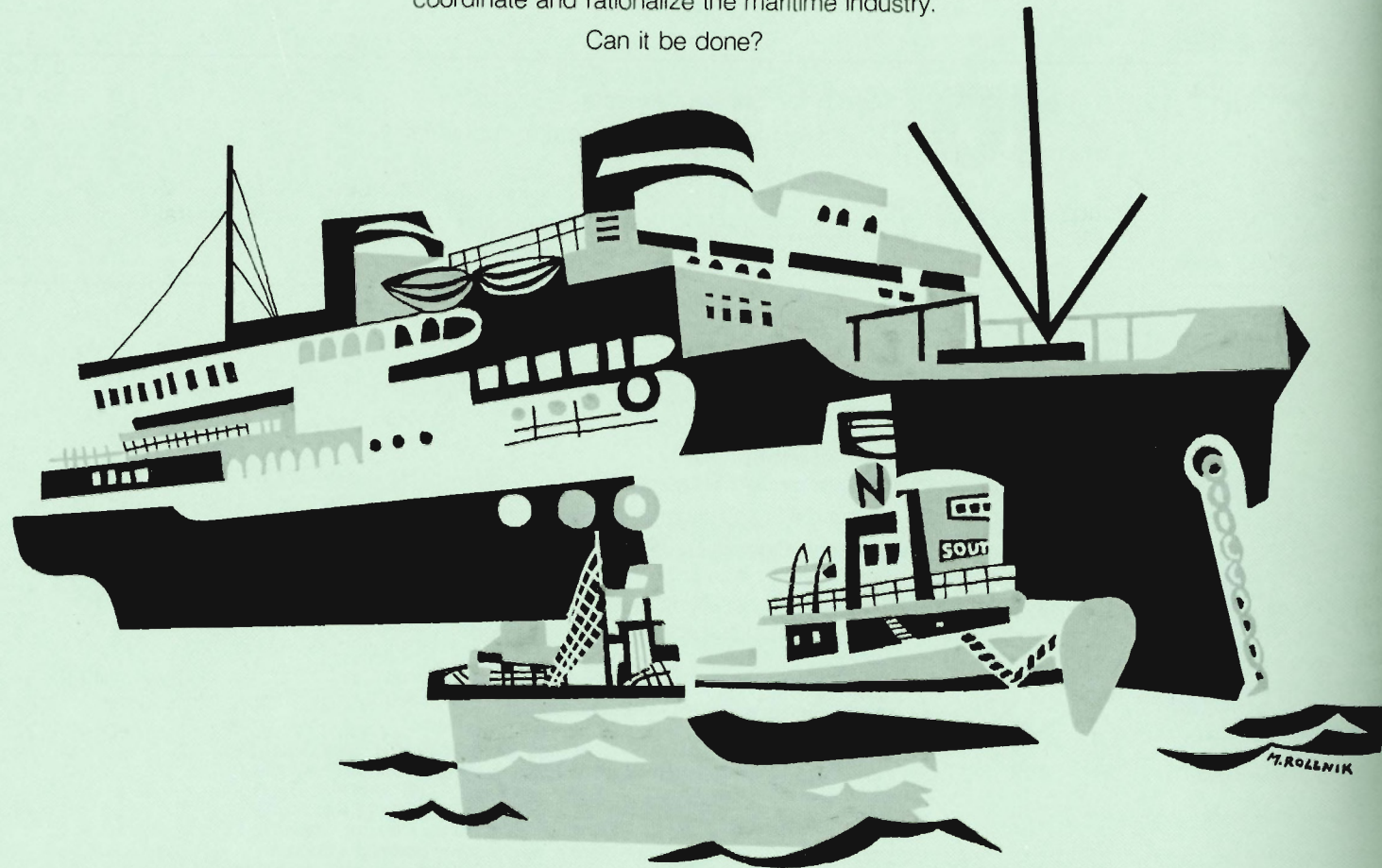
Is Federal maritime regulation cost-efficient?

Are there alternatives to the existing system of maritime promotion, including subsidies?

Answers to these questions will go far to realize the Reagan Administration's avowed objective of a strong, vigorous merchant marine in support of domestic and foreign trade and as an essential fourth arm of American defense.

From dredging and port fees, to containerships and conference systems, pricing and protectionism, the Reagan administration faces a severe test of its ability to revitalize, coordinate and rationalize the maritime industry.

Can it be done?



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Moran

Photos l. to r.: Drew Lewis, Harold E. Shear and Alan Green, Jr.

See page 2-4

Drew Lewis, Reagan's newly appointed Secretary of Transportation, believes it can. Lewis, who won national attention during the Air Traffic Controllers strike, has a reputation as a brilliant, tough-minded manager who wants to make the nation's maritime and transportation policy work. Not simply as an arm of national defense but as an essential element in the US's position in the international economy.

"Thirty years ago the U.S. maritime fleet was first in the world in size and in cargo-carrying capacity. Today, it ranks 11th, accounting for only 3.4 percent of world shipping capacity," Lewis argues. A graduate of Haverford College Lewis also earned his Master of Business Administration degree from Harvard.

"The U.S. maritime industry is long overdue for revitalization. From the days of the clipper ships until recent times, America has taken great pride in its merchant marine. It is time to renew that pride, and to acknowledge the contributions of our merchant marine to the nation's economic strength and national security," he contends.

For Lewis the United States is irrevocably committed to its role as a leading trading nation. And, as a trading nation, Lewis views a strong merchant marine as a necessary underpinning of the American and the world economy. It is, he believes, a part of our global transportation system and basic to our security and prosperity, he asserts that "it is time to examine existing policy to see how our economic and international trade interests might be better served by a revitalized maritime program."

The key objectives of the Department of Transportation, as Lewis, a native of Pennsylvania views it are:

- The preservation of our vital shipbuilding mobilization base.
- A commercial maritime manpower reserve for a growing naval fleet.
- Bilateral agreements with other countries to assure equal access to cargoes.
- The assurance that American flag ships carry an equitable portion of our trade.
- The revitalization of our domestic water transportation system through a coherent national policy.
- Reduction of restrictive regulations that increase shipping and shipbuilding costs and reduce the ability of American firms to compete.

He also contends that "The need for better ways to finance port dredging, the need for intermodal cooperation, and the need for fast-tracking of port dredging projects have been brought to an emotional head by the crisis confronting our major coal ports."

Supporting Lewis' position is Admiral Harold E. Shear, Reagan's recent appointee as the head of the US Maritime Administration which was recently transferred from the Department of Commerce to Lewis' Transportation Department.

As Shear views it, Reagan's promise of a strong merchant marine capable of meeting both our peacetime need for transportation of resources and our need for logistical support in time of national emergency, "is the key." The US merchant marine, is essential to trade and defense, Shear asserts, echoing Reagan's 1980 campaign themes.

"Our vital shipbuilding mobilization base must be preserved by sufficient naval and

commercial shipbuilding and repair," Shear, a retired four star US Navy veteran recently told Congress. "Additionally, there must be improved utilization of our military resources by increasing commercial participation in support functions."

Shear is an expert on submarine warfare and a former Commander-In-Chief, Allied Forces Southern Europe, a NATO command. A graduate of Annapolis, Shear has "... watched with growing concern the decline of our merchant fleet over the past 30 years," a trend which he believes "cannot be permitted to continue."

"We must find ways to build more ships, expand the fleet and capture a larger share of our trade," he argues. Shear intends to "promote all segments of our domestic water transportation system" and "respond constructively to the restrictive shipping policies of other nations."

Like Lewis and Shear, Alan Green, Jr., chairman of the Federal Maritime Commission, believes that there will be no quick fixes to correct the problems of the maritime industry. Hard work, planning, and realism dominate his approach to the industry's economic and regulatory problems.

An advocate for a stronger role for the private sector, Green envisions a need for closer cooperation between maritime business, labor and government, and a new look at the industry's future.

Lewis, Shear and Green will play a decisive role in the formation and execution of the Reagan administration's maritime policy objectives. But to achieve them, they will need the support of key Congressional committees and the maritime industry. It's anyone's guess if a fragmented industry and a divided Congress can rise to the challenge. ■



New Chairman Brings Punch to Federal Maritime Commission

Despite industry cynicism at the ability of the Federal government to reform maritime regulatory programs and to develop meaningful policies, the appointment of Alan Green, Jr. as chairman, Federal Maritime Commission brings guts, candor and genuine competence to the problems besetting the industry.

"Punch" Green, a successful west coast business executive recently confirmed to the FMC post, asserts "I want to help reverse the decline of the merchant marine," which he believes is at a "unique crossroads". One key, as Green views it, is to develop stronger industry consensus, reduce special interest advocacy and to see the larger view as well as the bottom line.

According to Green, central problems include regulatory reform, antitrust immunity — which must be reaffirmed unless carriers are "not to continue to be entwined in a state of commercial paralysis"; a clear restatement of the authority of conferences to set intermodal through rates; improved liaison with the ICC and Congress; and, support from other executive agencies.

Pledging to keep an open mind and to be alert to the "commercial realities of the maritime industry," Green advocates "fair profits" for the industry which will attract investment capital, provide jobs and in-

centives essential to private sector commitment to maritime industry growth.

In a recent speech to the Maritime Friends of Seamen's Church Institute in New York City, Green affirmed his belief in "fairness and consistency" and that the public interest does not require an "adversary relationship between the regulator and the regulated." The FMC should function as a referee "providing fair interpretation and enforcement of the rules." He also believes that the FMC staff has been too often unfairly maligned. "They are extremely dedicated and highly knowledgeable," he says.

A graduate of Stanford University, Green served as a Commissioner for the Port of Portland for the past decade. An advocate of fair play and fair pricing, Green pledges equal and consistent enforcement of the law both to US and foreign interests.

The Reagan administration, Green believes, is committed to a maritime policy that works and has the clout and talent to bring such a new policy to life. Cynicism aside, Green and his FMC staff may be tough and flexible enough to make good on their part of the promise. ■

G. Dooley

The Human Factor at Sea: Tradition and Innovation Clash in the Maritime Industry

The human dimension of the maritime industry, from seafarers' rights and professional training standards to shipboard management and command relations are receiving increased recognition as a key element in future maritime growth.

More than 300 attendees at the International Symposium on Shipboard Operations (ISOSO '81) held in New York in mid-November, seemed to agree that increases in productivity and improved safety and work-life at sea are basic to the future of the industry. The human equation — and its response to new shipboard technology — was a recurring theme.

"The understanding and effective use of people is becoming increasingly vital to all management, including the maritime variety," John S. Gardiner of the US Coast Guard and Thomas J. Hammel of Ship Analytics commented in their presentation, Human Factors Aboard Ships.

Noting the awesome improvements in shipboard technology in the last decade, Dr. Henry F. Trutneff of the International Organization of Master, Mates and Pilots, observed that it had been "unleashed on an industry steeped in tradition, both conservative and authoritarian in structure," which has "changed little since the era of sail."

The four-day symposium included more than fifty panels and nearly two hundred exhibitors. The proceedings were sponsored by the Maritime Association of the Port of New York, the American Institute of Merchant Shipping, the Council of American Flag Ship Operators, The Hydrographic Society and the Council of American Master Mariners.

"The role of seafarers is changing," Captain William T. McMullen, USMS, US Merchant Marine Academy said. "In this most



traditional of professions and industries, the changes are especially distinct in comparison to traditional practice ... The role of the seaman is not less important, but more important."

Concentrating on the Seafarers' Rights question, the Reverend Paul K. Chapman of the Seamen's Church Institute of NY & NJ noted: "Human rights remain basic to the seaman's effectiveness, to his pride of profession, to his self-esteem, and his ability to contribute to the collective security and well-being of his ship and crew-mates."

From improvements in ship design and safety-at-sea to computers and communications satellites, the human response to the impact of technological change and shipboard command systems appears a decisive factor in the maritime industry's future. It will thus be increasingly at the center of industry concern. ■

Robert Henry McMullen
Su per 5
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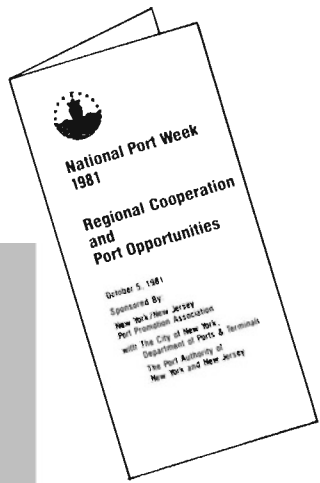
Mr. Goldmark,
Mayor Koch

McCann
Comm. State
Marcia Reis
Mary Layton

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Coal & Oil, Fish & Freetrade Zones Combine to Assure NY/NJ Port Growth

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Mr. Goldmark

Mayor Edward I. Koch of New York, Mayor Gerald McCann of Jersey City and Peter C. Goldmark, Jr., Executive Director of the Port Authority of New York and New Jersey, led October observations of National Port Week 1981 with appeals for continued regional cooperation to realize vital port improvements.

More than 300 government, civic and maritime industry executives met at the New York City Passenger Ship Terminal to lend their support to such port projects as coalports, a new crude oil terminal and other waterfront developments designed to expand and vitalize the port.

"New York's proposal for a coal exporting terminal on Staten Island can give this port new prominence," Mayor Koch said. Citing the real progress achieved through a number of cooperative ventures already in hand with the Port Authority, the mayor pledged his support "not only to the city's project, but to the Port Authority's coal and oil proposals as well."

New York City's proposed coal slurry terminal would transport coal by pipeline to Stapleton, Staten Island, to be loaded on ships for export. The Port Authority's proposed coal terminal, a site which is currently under study, is expected to handle 10 million tons of steam coal initially and 20 million tons per year at full production.

Executive Director Goldmark reported on the Port Authority's initiatives in developing coalport and crude oil terminal projects. A \$170 million crude oil handling terminal in Stapleton, to connect by pipeline with New Jersey refineries along the Arthur Kill, "would create construction jobs and ensure the continuing viability of the region's important petroleum industry," he said.

"The Port Authority will work closely with the city and other agencies, both public and private, in moving our region into the lead in developing new coal and oil handling facilities," Mr. Goldmark pledged. "This country's steam coal exports are expected to skyrocket from the present 15 million tons a year to 110 million tons by the year 2000. The Port of New York and New Jersey expects to be ready to get its fair share of this expanding market."

New York City Ports and Terminals Commissioner Linda W. Seale urged cooperation among all groups in the port region to see that the proposed coalports are built to put the port ahead in the coal export race. "We are here to take on the competition posed by other coal-producing nations and by other east coast ports," she said, "not to compete with each other."

Both oil imports and coal exports require a major deepening of the harbor entrance from its present 45-foot depth. The Very Large Crude Carriers (VLCC's) that would use the oil facility need 68-foot depths to navigate the Ambrose Channel leading to the proposed Staten Island site.

Jersey City Mayor McCann said of the region's waterfront that "it is perhaps its greatest asset. I share the view that waterfront development presents a tremendous potential for economic growth. My administration is open to all ideas that will bring jobs and revenues to our cities." ■

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Port Development Update

★ The new \$20 million Red Hook Container Terminal at the Port Authority's Brooklyn piers, a project that was realized through the joint efforts of the State and City of New York and the Port Authority, was dedicated this past September. Built by the Authority with City and State funds, the modern terminal will bring significant economic benefits to the region. The Red Hook Container Terminal is expected to provide a \$13 million annual payroll for 300 employees, with 900 additional workers in port-related industries indirectly receiving employment from the facility.

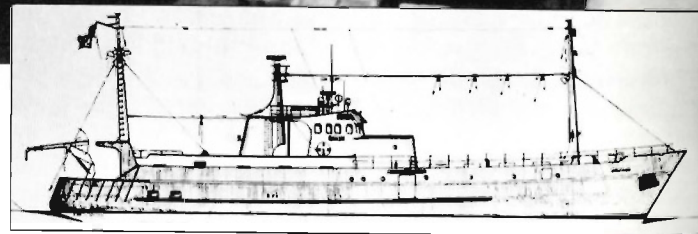
★ Two projects undertaken by the State of New York to strengthen the port's position are the construction of a modern rail yard in South Brooklyn, to provide the waterfront with direct rail connections, and the enactment of a State-funded drayage subsidy program that equalizes draying cost with competing ports, for those who use the Brooklyn side of the port.

★ Foreign Trade Zone 49 was officially opened by the Port Authority at its Port Newark/Elizabeth marine complex in April,

providing space in which foreign merchandise can be stored, manufactured, assembled and repacked without paying custom duties until the merchandise leaves the Zone.

It is expected to stimulate new employment and increased business activity in the port region, and supplement the original Foreign Trade Zone in the Brooklyn Navy Yard, which tripled in size this year. Presently, the Port Authority is working with the City of New York in a joint plan to provide Foreign Trade Zone/Distribution Center facilities in a 100-acre area at the Howland Hook Marine Terminal in Staten Island.

★ Through joint efforts of the Associated Container Transportation, The Australian National Line and the Port Authority, the \$4 million ACT/PACE Reefer Terminal for handling meat imports



from Australia and New Zealand was opened in July at Port Newark. The modern refrigerated terminal can handle more than 60 containers or 2.1 million pounds of meat per day.

★ The first steps toward a commercial fishing industry complex for the port were taken in August when the Port Authority authorized marketing strategies to identify prospective domestic and international tenants for a \$60 million complex. The Port Authority also will enter an agreement with the City of New York for joint engineering and infrastructure studies that could lead to the development of the fishing facility at the Erie Basin/Columbia Street Pier area in Brooklyn.

★ *The Holland*, the first American-owned, American flag sea-freezer built to operate in East Coast waters was christened at Pier 1 in Brooklyn in September.

The vessel is the first in the east coast fishing industry to offer American fisherman the opportunity to sell their catch at sea, and to provide domestic and export markets the highest quality fast-frozen products from this country. ■

On the Surface

The Maritime EXchange Bulletin, a monthly magazine of the Maritime Association of the Port of New York has resumed publication with its September Issue. The EXchange is the heir to a long tradition of providing needed maritime information to the public. It is especially welcomed, as today's media coverage of the industry has diminished over the last decade. Welcome Back ... Kudos to LTV Corporation for an outstanding advertisement on maritime issues. LTV offers four viewpoints on the question, "Should America continue to subsidize its merchant fleet?" Included was a research report by Opinion Research Corporation (ORC) which revealed an appalling lack of awareness by the public about the size and condition of the US merchant fleet. Thirty-eight percent said they knew 'nothing at all,' and 45 percent 'little.' That is 83 percent of the respondents. Someone out there isn't listening because someone "in here" isn't talk-

ing. So, congratulations to LTV and their chairman, Paul Thayer for a needed insight into a vital issue ... President Reagan's 9/17 address lauded the voluntary spirit in America but was promptly buried by lack of media interest. Yet, the importance of volunteers and the spirit of sharing, caring and participation is the bedrock of most US social service programs. Maybe only we feel this way, but we think that a word of praise and thanks is due to everyone who contributes and supports charitable voluntary efforts—including the Seamen's Church Institute—is always in order. And our thanks to President Reagan for reminding us ... ■



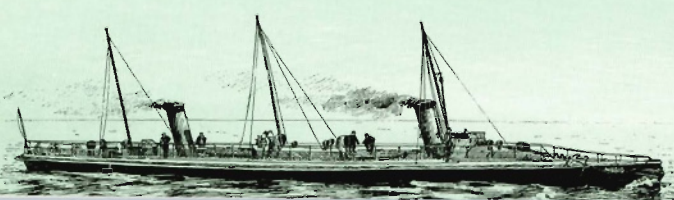
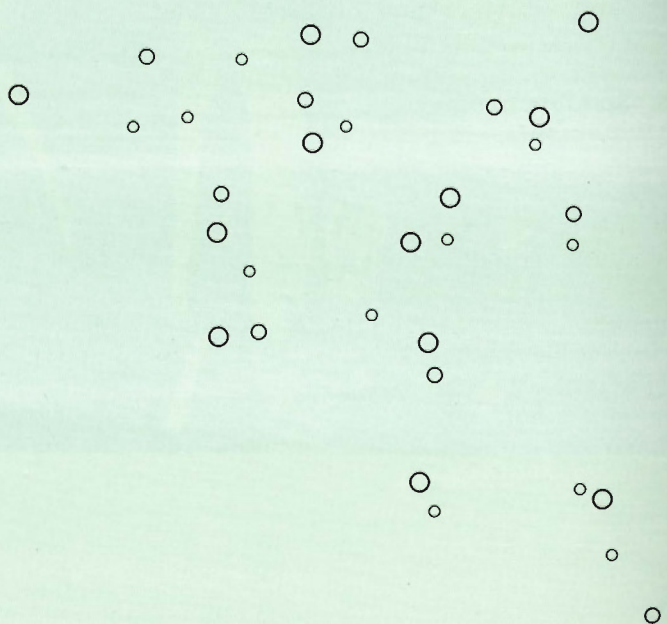
Mrs. Paul Hall, left, and Frank Drozak, center, president of Seafarer's International Union, accept the Admiral of the Ocean Sea Award from Thomas Donohue, secretary-treasurer of the AFL-CIO. The award was given posthumously to Paul Hall, former president of SIU, at the recent AOTOS dinner, attended by some 700 leaders from the maritime industry, labor and government. It is presented annually by United Seamen's Service. ■

adventure? knowledge? avarice?



search for

sunken vessels
sunken vessels
sunken vessels
sunken vessels
sunken vessels
sunken vessels
sunken vessels
sunken vessels



sunken vessels

grows in popularity

Is it adventure, knowledge, a sense of history, or just plain avarice that has divers scavenging for sunken ships? Perhaps it's a combination of all the above but whatever the motive the search for sunken vessels is rapidly catching on and becoming a favorite pastime—especially among sea buffs along the east coast.

From Florida to Maine hundreds of ships lie planted at the bottom of the sea, their cargoes still intact, waiting for someone to explore their remains and uncover their mysteries.

But Europe too, has its share of wrecks and none is more famous than the *Mary Rose*, the 436-year old British warship which was sunk off the coast of England. Her past today remains as mysterious as her present. Lodged 60 feet below the surface, the *Mary Rose* is generally believed to have been overloaded when it submerged although the theories on this differ. Perhaps her true past will come to light when the hull of the ship is brought to the surface sometime within the next year.

With financial help from both European and American companies, divers and archeologists have already been able to bring thousands of sediment preserved artifacts from the *Mary Rose* to the surface. When enough money has been collected to properly raise her, the remains of the *Mary Rose* will form the centerpiece of a new maritime museum.

Back in the US, treasure hunters are turning up all along the east coast. Two Civil War wrecks have just been discovered in the James River off the coast of Virginia. The *Cumberland*, a union frigate, and the *Florida*, a confederate raider, were found a few hundred yards from each other barely visible beneath 70 feet of water. Artifacts from both ships are currently being raised and preserved to be given to museums for display.

Both of these ships are of special significance because they highlight one of the most important periods in US naval history. The *Cumberland*, a Union ship, was one of the first wooden vessels to be defeated by the Confederate *Merrimac*, an ironclad warship.

The *Merrimac* was eventually conquered by the *Monitor*, a Union ironclad which ushered in the new era of metal and steam, replacing wood and canvas.

Along with greater mobility, both vessels helped confirm that a ship made of metal had an added advantage of safety over ships built from wood. Indeed, there were many wooden sailing ships that never made it to port due to high winds and a turbulent sea.

MOON CUSSERS

Even more were helped to their graves ashore by human hands. Often on a particularly dark night a ship sailing close to shore would notice a bright light moving slightly in the distance. Wrongly assuming that it was the light of another vessel, the skipper would begin to steer toward it. Unfortunately, he was not sailing into safe waters but right into the hands of wreckers or 'moon cussers'—so called because they prayed for overcast skies and cursed the moon and its silvery beams which revealed the proximity of the shore.

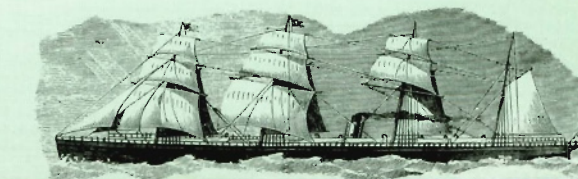
Oddly enough, these same 'moon cussers' were often pillars of the community and the church. They regarded maritime disasters as God's answers to their prayers and were neither embarrassed nor shunned by other members of the community.

A profitable business, wrecking was practised in most coastal states including Massachusetts, Rhode Island, Maryland and Virginia. Even Florida and Texas had their share of the living scallawags and these two states also became a home for blood-thirsty pirates. Only Oregon and Washington were relatively free of 'wreckers'. But they were known for some very friendly but light fingered Indians.

BOILERS AND RAMMINGS

By the mid-19th century all this began to end. Progress was being made with new navigational aids, more lighthouses were installed—keeping seafarers on course; and, for those who did work on the new steamships, the pay was good thus eliminating one of the motives for piracy.

The steamship seemed to have everything. People came from far and wide to marvel at this vessel of luxury which seemed to glide up the Mississippi or the Hudson River in record time. Unfortunately, it was one of the same qualities—speed, which eventually led to many disasters. Competition between rival ship lines led to races and brushes with total disregard for passenger safety. Commodore Cornelius Vanderbilt, a famous shipline owner was known for his mania about speed. His ships often had wagers



riding on their arrival time while lifeboats and jackets for passengers were totally unheard of.

Another hazard of steamship travel was exploding boilers! All a ship had to hit was a snag to rip open its bottom. With cold water pouring in, soon steam and flames would engulf the entire vessel sending scores of passengers overboard and even more "scattered to the winds." These disasters occurred so frequently that it is hard to imagine how anyone could continue to travel on them. But the vessels did become safer and as steamship travel prospered, disasters also became less frequent. The only variable still looming as a potential danger was an unseen collision or as in the case of the *Alva*, being rammed.

Owned by William K. Vanderbilt—a relative of the famous Commodore Vanderbilt, the *Alva* was considered one of the most luxurious steam powered yachts afloat. On a foggy morning in 1892 she was rammed and sunk in 50 feet of water off the coast of Cape Cod.

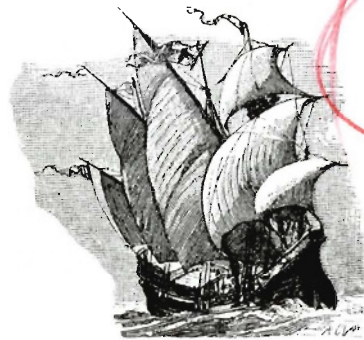
Divers, currently working to recover parts of the vessel, are keeping its exact location a mystery in order to ward off scrap salvagers. The divers claim their main interest in the ship is a historical one.

Obviously, all these ships are of immense historical interest. But what proves even more fascinating are the divers themselves. Risking their lives they plunge into the murky depths fighting off sharks and other hazards in a desperate effort to reclaim a piece of the past.

Is it for the lost booty, adventure, knowledge, or the chance to make history? Whatever the reasons, the Atlantic and Pacific seacoasts should keep prospective divers well supplied for a long time to come! ■

Clare Ravinsky

Treasure Ship



\$ 10

name?

w. note? apology is well be corrected. must name

*The ship lies fathoms deep near Morgan's Key
Its treasure guarded by a ghostly crew.
Though many years have passed since it went down,
Now hunters will come after it anew.*

*For word has flashed up and down the coast,
The ship lies deep near Morgan's Key.
And greedy men hungering after gold,
Make plans in great expectancy.*

*They bring their maps, sonar and their skill.
Their divers fight to learn exactly where
The ship lies resting near Morgan's Key,
With loot to make each one a millionaire.*

*But one by one, they leave, without the prize.
And do they hear that ghostly mockery?
For everything is as it was before.
The ship lies fathoms deep near Morgan's Key.*

Betty Romer
1450 Hilltop Dr.
Mount Dora, Fla
32757

The Mysteries of Marine Insurance Revealed

Roland Rueger



If you have ever wanted to understand the mysteries of marine insurance—or dazzle friends with a knowledge of complex, esoteric subjects—Mobil Oil Corporation's Roland Rueger, manager, Marine Insurance and Claims may be able to help.

Rueger, one of the industry's top professionals can make marine insurance claims and risk management understandable. But he is the first to admit that, "Few people outside the marine industry understand what we do, why or how. Even our families seem puzzled."

Think about it. Can you define a laches, or demurrage? Make a distinction be-

tween dry and bulk cargo, drafts, con's plasters, or define P&I? Know the difference between an underwriter, syndicate or broker?

Rueger, who has his LLD in maritime law, can. As he explains it, the people in marine insurance pull it all together for the world's maritime industry. Their work is vital in providing the industry with basic protection against risks—at sea or ashore—affecting ships, cargoes and crews.

Marine insurance, Rueger notes, is big business. Each year hundreds of millions of dollars in marine claims are handled which provide protection for ship owners, shippers and other marine interests.

"The sea is a hazardous operating environment," Rueger argues. "Even with the best safety programs and equipment there can still be losses at sea and damage to equipment will occur. Prevention is one phase. Protection another."

Marine insurance isn't new. It began in Ancient China and was developed by seafaring people of antiquity—the Phoenicians, Babylonians, Egyptians and Greeks who perceived the need to spread risks.

Today, marine insurance is a business which spans the globe. Lloyd's of London, for example, is perhaps the world's largest and most famous marine underwriter. Companies such as Mobil with as many as 100 ships operating at one time—including supertankers, all need the protection they can afford.

One way to understand the marine insurance industry is to classify the people who work in the business. For example, there are marine lawyers, or more correctly, admiralty lawyers who specialize in the law of the sea.

Then there are marine underwriters—the firms that develop and sell various types of insurance for ships, cargoes and seamen. The Insurance Company of North America (INA) is among the largest as is the American Hull Insurance Syndicate.

Then there are corporate insurance departments which place insurance with un-

derwriters or brokers. When a loss occurs at sea or if there is damage to a ship or to a cargo, a marine loss or claim specialist is called in to assess the damage.

But even among marine claimsmen there are specialties. Some for example, handle only yachts. Others are breakbulk cargo specialists, bulk cargo adjusters, liquid specialists and those into crude oil and hull claims.

What does it all mean? Think about all the

ships in the world, their cargoes, equipment and crews and how much they are all worth. Then think of the risks the crews, ships and cargoes face. Since time immemorable, when men put to sea with valuable cargoes they have sought to minimize risks—and spread the losses. And that is what marine insurance is all about. Protection against risks.

"The maritime insurance adjuster—the man who investigates and documents the legitimacy of a claim—is vital to the whole process," Rueger says. "His findings affect insurance rates, the design of safety features, the type of ship built for a specific purpose. Marine insurance is vital to owners, operators, containership companies,

shipyards—to the whole complex operations of the industry."

Will more people learn about and understand marine insurance? Will marine insurance professionals obtain the respect they deserve? As Rueger views it the answer is yes. But if you want to really learn about marine insurance, he recommends that you ask someone in the shipping industry to lunch—perhaps armed with a lexicon of marine insurance terms, and lots of patience. It might also help to know that Rueger was born in Switzerland, a land-locked country. ■



CASTLES IN THE AIR

by Michael J. Mooney

857000

"When the rising sun shines from that point whence its incident ray forms an angle of about 45° on the Sea of Reggio, and the bright surface of the water in the bay is not disturbed either by the wind or the current, the spectator being placed on an eminence of the city, with his back to the sun and his face to the sea—on a sudden he sees appear in the water, as in a catoptric theater, various multiple objects, such as numberless series of pilasters, arches, castles well delineated, regular columns, lofty towers, superb palaces with balconies and windows, extended alleys of trees, delightful plains with herds and flocks, armies of men on foot and horseback, and many other strange figures, all in their natural colors and proper action, and passing rapidly in succession along the surface of the sea, during the whole short period of time that the above-mentioned causes remain.

But if, in addition to the circumstances before described, the atmosphere be highly impregnated with vapor and exhalations not dispersed by the wind nor rarefied by the sun, it then happens that in this vapor, as in a curtain extended along the channel to the height of about thirty palms and nearly down to the sea, the observer will behold the scene of the same objects not only reflected from the surface of the sea, but likewise in the air, though not in so distinct and defined a manner as in the sea. And again, if the air be slightly hazy and opaque, and at the same time dewy and adapted to form the iris, then the objects will appear only at the surface of the sea, but they will be all vividly colored or fringed with red, green, blue, and the other prismatic colors."

Congratulations to an Esteemed and Venerable Friend

The Marine Society — an England based seamen's service agency — this year celebrates its 225th year of operation. Founded on June 25th, 1756, the Society attributes its survival to remaining relevant throughout its history by striving to seek and adopt policies which are ahead of the times.

The Society's mission has always been to help the British nation to secure the finest seafarers possible, an aspiration in which they take pride and have a strong sense of purpose to uphold.

The Marine Society's history is an interesting one. It basically owes its origins to the unique programs of the British Navy and to the private merchants of the time. It was at the time when conditions at sea were appalling making it extremely difficult to find able-bodied men to sail the ships.

Initiation of the Society began on the merchant side. At the outbreak of the Seven Years Wars, Jonas Hanway, a city merchant, persuaded his peers to start an

association, The Marine Society, to complement the efforts of the government to raise recruits for the fleet. Their incentive for recruits was to offer not only the bounty awarded by the government, but to supply a complete 'sea kit' making their passage and orientation to the seafarer's life easier and usually more progressive in rank.

At the same time John Fielding — later Sir John — initiated a plan to send distressed boys, that had appeared before him in court, to act as servants aboard the King's ships. Assistance for this program was requested from the Marine Society — forming the Society's basic role as a vehicle for supplying men and boys to sea service.

Programs grew and diversified to the degree that the Society was responsible for the education — through the 1786 acquisition of a training ship — and placement of boys from every part of the British Isles. During the years of peace, boys were placed aboard merchant ships as well as men-of-war.

After World War II the Marine Society ceased to train boys for the sea directly, but continues to finance the training of some and to provide the clothing for many. In addition, it provides boats and

facilities to various training and sailing establishments.

Present day service, support and education for seafarers includes their recently established Nautical Institute — the professional society for navigating officers. It also operates the London School of Nautical Cookery and they are affiliated with the Seafarers' Education Service and College of the Sea along with their subsidiary, the British Adoption Society.

The progression of the Marine Society through the past 225 years has been both diversified and responsive to the industry and governmental needs, changing and adapting itself rather than becoming obsolete in purpose or mission.

From offering 'sea kits' to induce men to come to the sea to the formation of a nautical society, depicts the extreme changes that have occurred in response to needs. Following its historic track record the Marine Society confidently faces the many unknowns of the future in adapting to the changing needs of seafaring service. ■

Lauren Ball

Thus did the Dominican friar, Antonio Minasi, record in 1773, the classical description of *la Fata Morgana*, a phenomenon that is best known for its impromptu appearances over the Strait of Messina separating Sicily from the toe of mainland Italy.

La Fata Morgana has been variously called: "the great metropolis of mirage-land," "the grand illusion," and "queen of mirages" by its many admirers over the years. Only recently has additional light been shed on this most extravagant and fickle manifestation of the atmosphere's refractive powers.

But just what is a mirage—and in particular—this sophisticated outgrowth of a phenomenon that has enticed, intrigued and bedeviled mortal man since they were first seen by the unbelieving eye.

Bowditch's *American Practical Navigator* defines the mirage as an optical phenomenon in which objects appear distorted, displaced (raised or lowered), magnified, multiplied, or inverted due to varying atmospheric refraction which occurs when a layer of air near the earth's surface differs greatly in density from surrounding air.

Mirages are classified either as *superior* or *inferior*. The *superior* mirage is said to "loom" above the horizon and is a refracted and magnified image of a distant, invisible object. This looming "apparition" appears in the sky above 10-20° above the horizon line. Often inverted, it occurs when a thin layer of cold surface air lies trapped below an overriding layer of warm air. Superior mirages are common in cold weather regions where icebergs and ships sometimes appear upside-down in the sky.

An *inferior mirage* appears to "stoop" below the horizon, i.e. between the horizon and viewer. It occurs when an overriding layer of cold air traps a stratum of warm air near the surface. Common examples of the inferior mirage include the well-known "desert lakes" and the "pools of water" seen on distant stretches of hot, dry roads. These "lakes" and "pools" are nothing more than reflections of the sky above.

It was formerly thought that *la Fata Morgana* combined both mirage types into a colossal, incredibly intricate inferior-superior double mirage where a cold layer of air was sandwiched between two layers of warmer air, all of which were near the surface.

According to this theory, upright, upside-down, enlarged, diminished, distorted, and multiple images appeared combined in any imaginable—and unimaginable—fashion.

However, meteorologist Alistair B. Fraser of the Pennsylvania State University has studied the phenomenon of mirages over the years and offers a different theory concerning *la Fata Morgana*. Fraser believes that atmospheric refraction can literally "erase" the normal view of a scene and create an apparent bank of impenetrable grayish "fog". Abnormal temperature variations would then transform the blurry scene into "blocks of light" that can appear as strange and fantastic forms, depending on the interpretation of the viewer.

Norman Douglas saw such a vision as: phantasmagoric palaces of wondrous shape . . . tangible, as it were, yet diaphanous as a veil.

H.V. Morton related how: the vision hovers above the water and appears to be so real, with its towns and castles, its roads and its mountains, that those who see the enchanted landscape feel that they have only to take a step or two to enter it. The clarity of detail in Morton's account leads one to wonder if he had seen a largely superior mirage rather than a full-fledged *Fata Morgana*.

George E. Hutchinson comes closer to the semi-abstract depictions of Fraser where:

distant objects in general are distorted (vertically) into rectangular blocks of varying color and intensity, which may look like buildings bearing turrets, the so-called "castles in the air."

Renowned German meteorologist Theo Loeb sack confirms Fraser's fog-bank description, relating how:

. . . this cloud is transformed into the image of a splendid harbor town. A second town appears and piles up on top of it, and yet a third, with shining towers and palaces . . .

Professor F. A. Forel reported a fifty-year study of *la Fata Morgana* in a paper to the Royal Society of Edinburgh in 1912. Among his findings was the curious factor of an observer's height above sea level. As with most mirages—and especially *la Fata Morgana*—the display can change dramatically and even disappear when viewed from different elevations though at the same location and time. Perhaps one reason why this phenomenon has been observed more frequently in recent years is that man's average height was less in previous centuries. Possibly this crucial differ-

ence, that of inches, deprived many bygone viewers of this glorious optical "show".

Though *la Fata Morgana* is best known in the Strait of Messina, it also occurs in other locales around the world, including Japan's Toyama Bay, the Dutch North Sea coast, our own Great Lakes, and surprisingly, the high polar latitudes. The event is well-known along the coast of Greenland and it was in the arctic wastes of Canada's Northwest Territory that a *Fata Morgana* played perhaps the greatest and most expensive mirage prank of all time.

In the early 1900s, Robert E. Peary was making bid after bid to become the first man to reach the North Pole. During his trek he spied an awesome range of mountains that he named "Crocker Land." Due to his restricted schedule he was only able to plot its location for future investigation.

In 1913, the American Museum of Natural History sponsored a \$300,000 expedition to map "Crocker Land" with an eye toward mining its vast, hoped-for-mineral deposits. Donald Macmillan led the venture and found only a flat, unbroken, icy wilderness. Only after further searching did he succeed in finding Peary's elusive mountain range—fully 200 miles west of the original plot.

Macmillan asked his Eskimo guide for the best route to the mountains. To his surprise, the guide replied that what he saw was only "poo-jok" or mist. Undaunted, Macmillan pushed on and his incredulous eyes saw the vast mountain range recede. When he and his party stopped, the mountains also stopped. When they resumed their march, so do the mountains. Day's end



brought the ultimate astonishment: the entire range of mountains gradually disappeared completely, leaving only a barren wasteland of icy tundra. It had all been a gigantic *Fata Morgana* mirage, on a scale never before imagined.

Before Macmillan finally turned south for home, favourable weather conditions "reconstructed" the "Crocker Land" mountains to the extent that he recorded in his diary:

the whole (land) resembling hills, valleys, and snowcapped peaks to such a degree that . . . we would have staked our lives upon it.



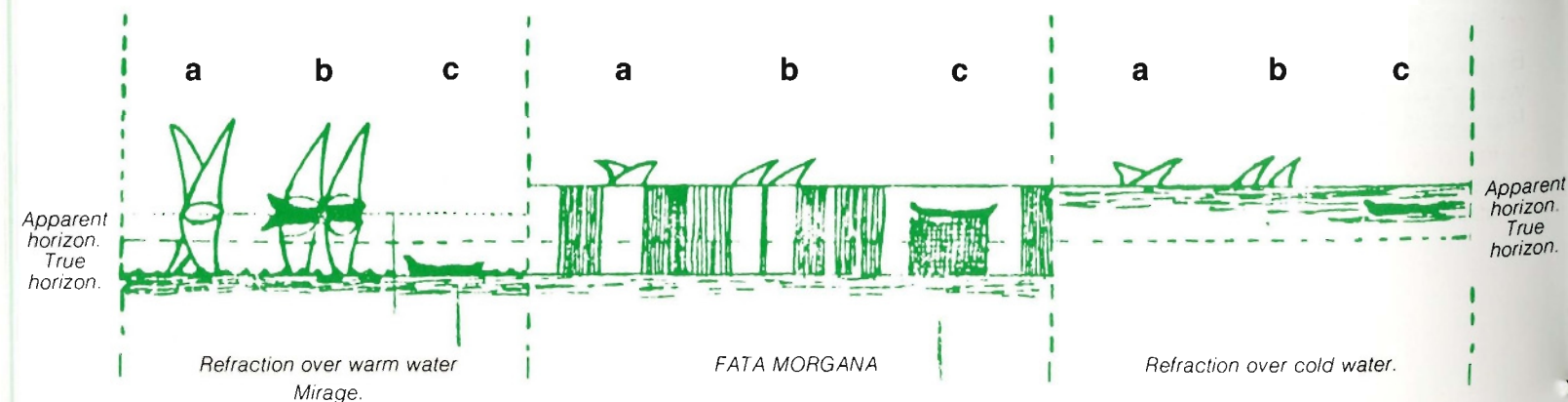
How did *la Fata Morgana* get its strange name? Legends and epic tales abound, offering a veritable spectrum of conflicting geneologies. The Arabs name all mirages after the fairy, Famurgen, who displays her powers through aerial reflections. Leslie Gardiner suggests that the name might come from the low Latin *Fata Morganatica*, meaning "morning fates." A more probable theory ascribes the name to romantic Arthurian legend as sung by Norman troubadours in Sicily. Accordingly, King Arthur's half-sister, "Morgan le Fay," was depicted variously as a sorceress, enchantress, water fairy, and seamstress, with powers to raise phantom castles from the waters of the Strait of Messina, changing them into fantastic, impossible shapes as recounted in *Orlando Innamorato*, published in 1506. A variation on this theme describes how Count Roger de Hauteville stood on the Reggio side of the strait, wishing for a fleet of ships with which to cross and conquer Sicily. Reading his thoughts, Morgan le Fay rose from the deep and spread her enticing mirage before him, urging him to cross victoriously into Sicily. Count Roger declined her offer, preferring to achieve his goal without the aid of black sorcery.

People react to natural phenomena in different ways. Theo Loeb sack chooses the prosaic approach, depicting the visions as merely:

the action of the sun on the earth and the air.

The blase and cynically-minded call the mirage one of nature's more ambitious optical illusions, an elaborate practical joke. Another meteorologist, M. Minnaert, prefers the more romantic and personal approach, describing the event:

as a landscape with towns and towers and parapets, rising above the horizon, transforming, crumbling, fairy-like scenes, producing a deep sense of happiness and an endless longing—*Fata Morgana*. ■



a and b, vessels beyond the circle of the horizon; c, boat within the circle. *Fata Morgana* shifts from right to left.

At The Institute

Recently elected to the Institute Board of Managers were Messrs. Paul C. Sheeline, Robert I. Smith and Msgr. James G. Wilders.

Mr. Sheeline is the chairman of the board and chief executive officer of the Intercontinental Hotels Corporation. Mr. Smith is the chairman and chief executive officer of the New Jersey based Public Service Electric and Gas Company. Msgr. Wilders is the pastor of the Shrine of Saint Elizabeth Ann Seton, NYC.

John M. White
John M. White
 Watercolor, an exhibition of contemporary marine art is on view in the Institute's Visitors Center through December 15. The works shown are by members of the Greater Utica Artists League, a group of talented land-locked artists who chose marine painting as an especially evocative theme. Public response to the exhibition has been most enthusiastic and a goodly number of the paintings have been sold.

The Rev. Michael Chin, the Missions to Seamen priest who has been on a 'work-visit' to the Institute (See Sept-Oct 81 Lookout) has agreed to remain until March 82 to serve as the SCI's interim director of its Seafarers' Services division.

Bob Reinking
 As a service to the business community, the Institute and The New Hope Guild Associates are co-sponsoring a series of monthly Third Tuesday seminars addressing the challenges and problems of success oriented people in the highly volatile, stress-filled and high risk urban, work environment.



Seminars to date have featured Dr. Martin Symonds who spoke on Managerial Burn-out: Understanding and Dealing with Executive Stress; and Dr. Jay B. Rohlich who spoke on the Bitter Sweetness of Success: Challenges, Problems and Conflicts.

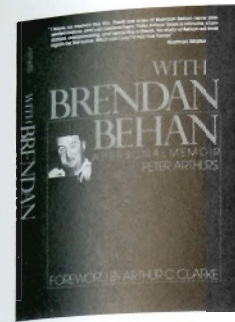
Future seminars will include Dr. Alexandra Symonds speaking on Women in Business: the Pain and Power of Success; Dr. W.H. Brownlee speaking on Substance Abuse: Its Effect and Treatment; and Dr. Marilyn Puder speaking on Employee Counseling: Credibility Issues.

The New Hope Guild Associates is a private, not for profit association of some of NYC's most distinguished psychiatrists, psychologists and clinical social workers. The Institute as a responsible and responsive member of the lower Manhattan community seeks to encourage individuals and companies to explore, understand and improve the human dimension within the working environment.

For a brochure describing the Third Tuesday series, telephone or write the Communications Dept., Room 309, SCI, 15 State Street, New York, NY 10004. Telephone 212/269-2710 ext 202/203. ■



A copy for Peter Arthurs to Bonnie
R E C O M M E N D E D R E A D I N G



WITH BRENDAN BEHAN
 by Peter Arthurs
 St. Martin's Press
 ISBN 0-312-88471-0

In the 1960s when bold Brendan Behan was storming the literary seas, he was viewed with a mixture of outrage, sychophantic envy, and the awe reserved for enigma in the raw. His "genius" was, in short, considered in much the same way as an unknown mineral from outer space—ie, assigned to a lofty and special niche. Then before a proper assaying took place, he died. This, perhaps, accounts for the fact that the memory of him is still as fresh and brash as was the man himself.

Therefore, it is from a rather curious quarter that a truly piercing insight into this strange creature has come. A merchant seaman, by the name of Peter Arthurs, became involved in the intimate life of

Brendan Behan almost by happenstance. Arthurs, who had had writing inclinations himself for some time before Behan literally trod his way into his life, turned out to have been almost divinely well-suited for his task as Behan's *partial* biographer, in both senses of the word. His account perforce was confined to the scant years of their relationship, (1961-64) and their time together left Arthurs little headroom for objectivity. *With Brendan Behan* is not intended as a complete biography, but only an in-depth account, conscientiously presented, of Behan's habits, doings and intricacies for the short, hectic time Arthurs knew him. Further, Peter Arthurs makes no bones about the fact that he is baring an aspect of the man that is entirely composed of close personal observations and conclusions—observations and conclusions privy to few others—which eventually resulted in more distaste than compassion. After an initial and understandable phase of excited semi-worship, during which he allowed himself to be used in every capacity, Arthurs moved on to a middle plateau where he found value judgements not only possible, but inevitable. Then toward the end of their association he began to sink into loathing and total disillusion for this idol who had never risen, really, and consequently had never fallen.

Peter Arthurs, himself Irish and born destitute, had beginnings very like Behan's.

Poverty cannot afford honor, as the saying goes, so of necessity his childhood was devoid of moral niceties. Gutter language was his mother tongue; sexual abuses of all kinds were as commonplace as familial hugs and kisses; and distrust and thievery were a mere way of life. Both Behan and Arthurs were hot-tempered and pugilistic, as if such were national traits of the Irish, and a source of great pride. Both had a lyrical love of words and bombastic oratory. So when the fledgling writer Arthurs found his foot being mischievously maneuvered into stepping on the toes of the great recognized author Behan (at a YMCA swimming pool in California), their story spun out as if it had been on a pre-rolled spool.

Arthurs' account of their day-to-day life together, along with Behan's wife and many others, is not for the squeamish. But *With Brendan Behan* is certainly for those interested in his near-myth, and for those who want reassurance that merchant seamen are not only able-bodied, but able-minded. Arthurs is a true writer, with a fine and gifted command of the language, and worthy to join that illustrious body of men of literature who are also men of the sea. ■

— Bonnie Golightly

CHRISTMAS FARE

Steamed puddings such as Plum Duff used to be the traditional nautical Christmas dinner dessert. But for today's faster paced, lighter eating world—both ashore and afloat, the Sherry Cake recipe given below is highly recommended. We've adapted the quantities to serve four to six people generously. But if you're cooking for a "ship's crew" of people this Christmas just multiply everything by six.

Sherry Cake Recipe

- 1 package (1 lb. 2½ oz.) yellow cake mix.
- 1 package (3½ oz.) instant vanilla pudding
- ½ Tablespoon nutmeg
- 4 large eggs
- ¾ cup Cream Sherry or dry with artificial sweetener
- ¾ cup vegetable oil.

In large bowl combine all ingredients. Mix at low speed 1 minute, then at medium speed 3 minutes (or beat by hand 5 minutes). Turn into greased and floured 10-inch Bundt pan.

Bake in 350 degree oven 45 to 50 minutes, until springy to the touch. Cool on rack 15 minutes. Turn out onto rack to cool completely. Dust with powdered sugar, if desired.

"Caps Off" to Christmas-At-Sea



The Christmas-At-Sea Room officially opened in late October and has been a beehive of activity ever since. Each week hundreds of volunteers are wrapping and packing this year's gift boxes for seamen; and as of November 13 more than 4000 boxes had already been placed aboard ships scheduled to be at sea on Christmas Day. Expectations are high that 10,000 gift packages will be put to sea by December 24 — if the knitted garments keep arriving.

Press releases have been mailed to local papers on the 16 group and 22 individual knitting champions in hope that the papers will recognize these volunteers' extraordinary work. However, we would like to mention the 'super-knitters' of that select group. They are Trinity Church of Elmira, NY who knitted 884 garments, Nan Roller of NY who knitted 72 sweaters, 3 cap/scarf sets and Cecilia Sullivan of Pennsylvania who knitted 62 sweaters and 41 cap/scarf sets.

Congratulations also to the Staten Island Association of SCI for the excellent feature story on them by Rollanda Cowles of the Staten Island Advance. The Association has been actively involved with the work of the Institute since the group's founding in the early 1920's.

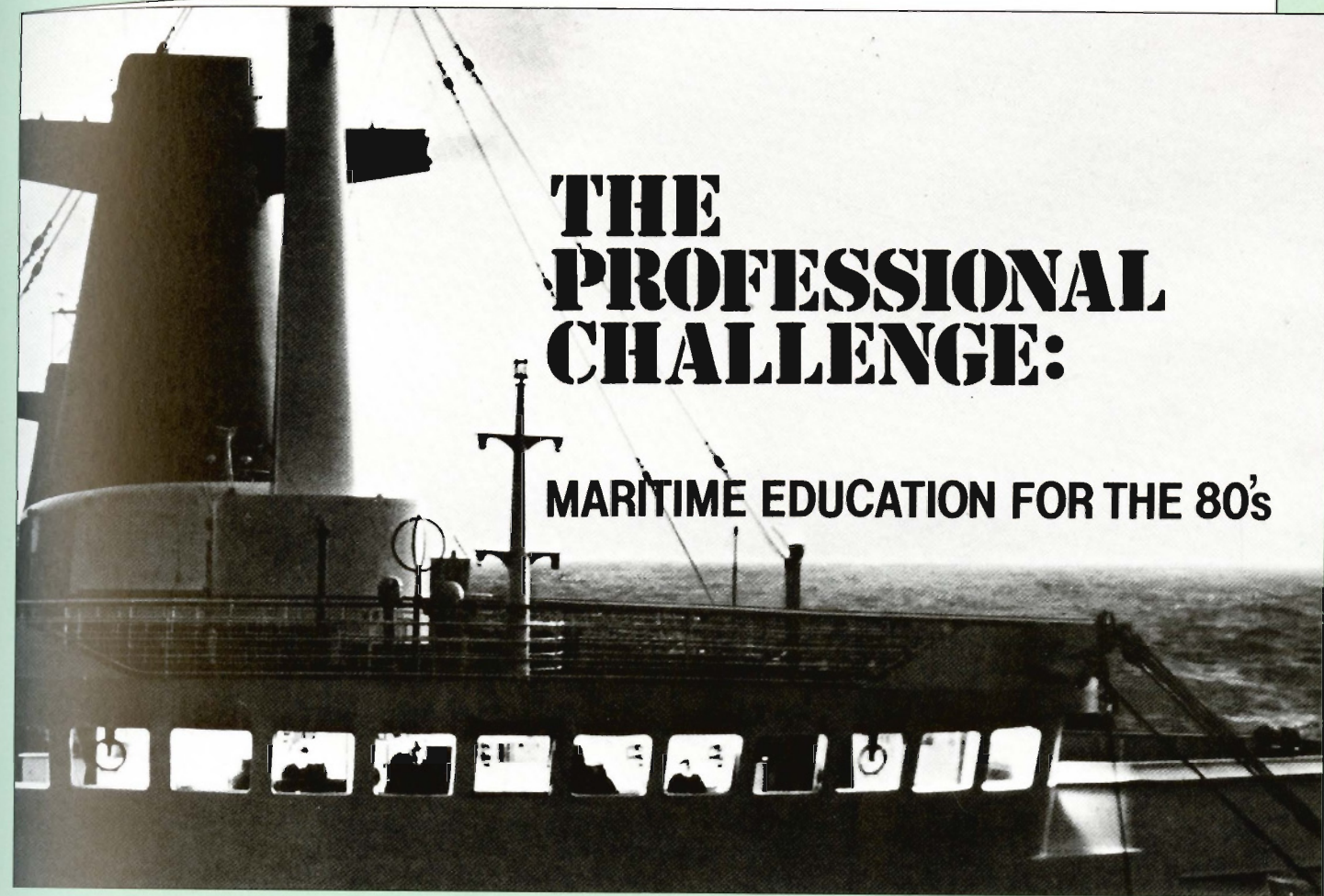
We also send special thanks to a group of very dedicated ladies, all of whom are residents of the Episcopal Church Home in Pittsburgh, Pennsylvania. They are Elizabeth Barber, Hannah Clawson, Emma Cheman, Anne Joyce, Thelma Leonard, Mabel Lovelace and Ann Wilson.

In addition, the Institute expresses its appreciation to each and every one of the other 3000 volunteers, knitters and contributors nationwide who help make this unique program possible. Because of them, Christmas-At-Sea will be a little less lonely for thousands of seafarers this year. ■



Contents of a typical gift box include handknitted cap and scarf, world map, sewing kit, stationery and pen, soap and comb and hand signed Christmas card.

Volunteers from Paterson, NJ help wrap the thousands of individual items needed for this year's Christmas boxes.



Recognizing the anticipated growth in world trade and the rapid technological changes taking place within the maritime industry, the Institute's new Merchant Marine School catalog, *The Professional Challenge*, addresses the increased need for highly skilled, up-to-date professional mariners. The catalog lists not only the school's upgrading program for deck and engine officers but includes courses 'beyond licensing' ranging from Firefighting to Crisis Management.

Radar training and the Roosevelt Institute of Maritime Transportation's evening program for shorebased maritime personnel are also briefly described.

In addition, the school's ability to evaluate and tailor courses to meet specific needs of individual companies is outlined.

For your copy (or copies) of the catalog, please write or call Francis C. Huntington, Director of Education, SCI, 15 State Street, New York, NY 10004. Telephone: 212/269-2710.

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