

The LOOKOUT

June 1981



Editor's Note:

Expanded utilization of coal as an energy resource will profoundly affect the Port of New York/New Jersey and the maritime industry. In this edition of *The Lookout* the controversy over coal, its impact on the harbor and the industry is examined in depth.

These national — and international — problems are examined in *Coal: Crisis for the 80's*; while key questions on the problem are explored in *The Coal Controversy*. Joint U.S. Congressional and New York State hearings are covered in *Future of the Port*.

NOAA's role in surveying the port's tides and currents offers another perspective. So, too, does the comments of Sea-Land's Charles Hiltzheimer and U.S. Representative Walter Jones in a recent Propeller Club speech.

Our belief is that *The Lookout* should report issues affecting the maritime industry just as it does activities of the Institute. We cannot duplicate the outstanding daily coverage of the coal controversy provided by the *Journal of Commerce*. But we do feel our readers should be aware of the coal controversy and its impact on the port and the industry.

Carlyle Windley

Carlyle Windley
Editor

P.S. ... Many thanks to the more than 450 readers who responded to our questionnaire in the March issue. Responses are being collated and a report will be included in the September issue. If you haven't yet completed your questionnaire and returned it to us, please do so. It is one way to keep *The Lookout* on target editorially. Again our thanks for the outstanding response.

CW



2

Coal: Crisis for the 80's



8

Federal-State Hearing Reviews Future of NY/NJ Ports



12

John Callahan: Surveying New York Harbor



14

Moby Dick: The Ubiquitous Whale



Cover: Coal: Demand is increasing. Markets seem assured. Reaping the profits depends in great measure on who develops adequate coal port facilities first.

- 10 Needed: A Maritime Transportation Policy
- 11 A View From The Bridge: Charles I. Hiltzheimer
- 19 Poetry
- 20 At The Institute
- 22 On The Surface/Recommended Reading
- 23 Book Of Remembrance
- 24 Olivia Wins Atlantic Cup

Editor: Carlyle Windley

The Lookout (ISSN 0024-6425), published quarterly (March, June, September, December) by the Seamen's Church Institute of New York & New Jersey, 15 State Street, New York, N.Y. 10004, Telephone: (212) 269-2710. The Right Reverend Paul Moore, Jr., S.T.D., D.D., *Honorary President* / Anthony D. Marshall, *President* / The Rev. James R. Whittemore, *Director*. Mailed to all those who contribute \$5.00 or more annually to the Seamen's Church Institute of New York & New Jersey. POSTMASTER: Send address changes to Seamen's Church Institute of New York & New Jersey, New York, N.Y. 10004.

COAL: CRISIS for the 80's

America's energy crisis and continued dependence on costly foreign oil imports has accelerated the search for alternative forms of energy, including coal, one of mankind's oldest forms of fossil fuel.

For the United States coal offers a number of key advantages. It is plentiful: enough for the U.S. to rank among the major coal exporting nations. It is also cheaper than imported oil. Coal can be used in existing power generating facilities with minimal technological modification.

But coal, like any energy form, presents problems. Key among these is adequate land transportation, shipping, storage and harbor facilities: essentials if inexpensive distribution of coal to end-users is to be accelerated in the U.S. or to overseas buyers.

The transportation problems are today critical if production estimates of 1.35 billion tons — an 82 percent increase over present production levels — are to be realized in the 1980's.

The future use and cost efficiency of coal is in fact as much a question of transportation and harbor facilities as it is discovery and extraction. Coal is an energy stockpile but without an efficient supply chain it remains useless to consumers.

A GLOBAL VIEW

Energy experts believe that in the intense competition among coal producing nations, the U.S. is at a disadvantage. As they view it, in the U.S. neither the railroads, shiplines, port authorities, unions, nor government — state, local or federal — are prepared for the anticipated demand for coal distribution facilities.

U.S. port facilities, on the East Coast for example — including New York, are judged to be in the worst shape. Congestion, excessive regulation, weak rail and inland waterway systems, shipping shortages and lack of planning are compounded by environmental constraints.

Experts assert that if worldwide coal consumption is to be in-

creased to meet demand, then the entire transportation matrix will have to be examined and overhauled — quickly.

For the maritime industry the problem is complex. While the U.S. sold \$3.7 billion worth of coal overseas last year, there were orders for \$500 million more: orders which could not be filled because of the shortage of coal carrying vessels. In February, delays of 60 days were reported for ships to take on coal and as many as 175 ships were believed to be waiting to take on cargoes on the East Coast.

COMPETITION

For New York the key word is competition. The Port of New York/New Jersey faces competition from other ports, including Albany and Baltimore: competition for storage facilities, rail cars and loading facilities. But most important, it faces competition in planning.

Nearly two dozen ports in the U.S. have announced plans for coal

export facilities and are moving to improve cooperation in planning, funding and facilities, between business, labor, industry and government.

But port projects have become so complex that years are needed even for approval of routine maintenance dredging. Compounding the problem for New York and other ports is the competition for transportation: the barges, lighters and rail cars needed to carry coal against demands for other major commodities such as grain. Grain, like coal, is a major U.S. export commodity. As experts see it there simply isn't enough equipment to meet all projected export demands.

Environmental roadblocks are receiving new attention. The National Environmental Policy Act, the Clean Air Act, the Coastal Zone Management Act — all alleged to have inhibited the use of coal in the U.S. — are also seen as limiting port development. In a litigious society where single-interest groups can block any major port improvement, the U.S. may have to surrender its world market and remain dependent on foreign oil unless the problems can be resolved.

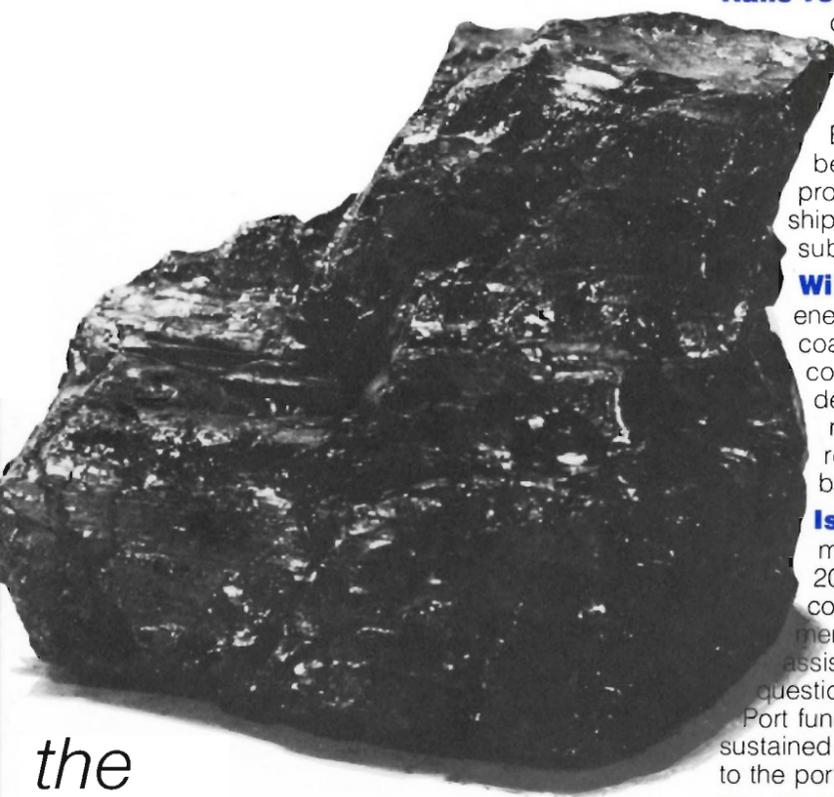
Transportation and mine strikes, shortages of transportation facilities, weaknesses in technology to convert energy generating facilities from oil to coal and environmental restrictions may temper the optimism of coal advocates for the fuel's future use.

The coal crisis underlines the need for an integrated, realistic national energy and transportation policy which can balance the needs of the environment with the needs for economic development and energy resources.

The agenda for action is substantial: accurate forecasts are essential, as is facing up to limited ground storage facilities, technologies and systems essential to serve the nation and meet the global energy crisis.

Clearly, neglect of the port facilities in New York/New Jersey over the past decade is having a broader effect than simply depressing the local economy. The port is a national resource that has been put aside too long.

the controversy over expanded utilization of coal is substantial and the number of complex questions to be resolved is formidable.



the Controversy

Who is responsible? Responsibility for developing the port facilities essential to cost efficient distribution of coal remains fragmented. Some observers assert that the Federal government alone has the funds and resources essential to develop the ports. Others argue that private initiative and financing through port fees may be the answer. Government's primary responsibility, they assert, is to remove regulatory impediments. They argue that users should pay for port maintenance.

Who has the ships? The need for super-colliers of 100,000 to 150,000 dead weight tons would reduce coal shipping costs for consumers. However, the problem is that since the ports in the U.S. cannot handle this size vessel, there are few ships of this type on order. This may require more, smaller ships and result in greater handling costs. This, in turn, will impact the price of U.S. coal in the world market.

Rails versus Inland Waterways? Coal like any bulk commodity can be efficiently transported by either rail or water. Which is most cost efficient? For some observers the lack of balance between our rail system and inland waterways is a major drawback. Both domestic and overseas distribution of coal must be at a price consumers can live with. Compounding the problem are conflicts over public or private rail ownership, union debates over work rules, and questions of subsidy.

Will Coal Last? Coal, like oil, is a non-renewable energy source. If the nation's or the world's supply of coal is finite (according to some, a fifty year supply) then coal is a transitional source of energy. Will facilities developed to handle coal be made obsolescent by new energy forms? Is government and industry responding to an immediate crisis without long term balanced energy planning?

Is Port Newark the Answer? Construction of a major coal exporting facility with the capacity to handle 20 million tons a year at Port Newark, N.J. and a comparable facility on Staten Island has been recommended by both municipal officials and industry. This will assist in serving export and domestic markets. But questions of control, financing and management remain. Port funding and development would also be influenced by sustained Federal funding of Conrail, the primary carrier of coal to the port.

The Public Interest? To many observers, the U.S. has become dependent on relatively cheap and plentiful supplies of fuel. Until the formation of OPEC, Americans took their fuel for granted. Now, however, when spot shortages of petroleum sharply increase prices for oil, the appeal of less expensive fuels is becoming attractive. For fuel-poor areas such as New England, coal promises to reduce heating costs; but only if fuel transportation costs can be contained.

No easy answers to the coal controversy exist. Simultaneously an international, national, regional and local problem, coal usage and management involves all areas of the public and private sectors. Answers will depend on new technologies such as coal pipelines, union agreements to avert strikes, mutually supportive international agreements to develop coal networks, solutions to environmental questions, and the efficiency of the railroads and inland waterways. The nation's ports and maritime industry will not only be affected: they are at the heart of the problem and its solution. ■

Peter C. Goldmark, Jr., Executive Director of the Port Authority of New York/New Jersey offers strong arguments for development of the port and the need for prompt action on dredging.

Images and/or text cannot be displayed due to copyright restrictions

1

New York is geographically closer than other American coal ports to European destinations. Time and money may be saved in transportation, thus keeping U.S. coal competitive in price.

2

The port has direct rail access by rail lines, including Conrail, which has spent four years in preparation for the coal boom.

3

Storage areas are readily available at three sites. Facilities can be developed quickly.

4

Costs of deepening New York harbor are less than dredging Gulf ports.

Why New York?

“We’re talking about developing the port (Port Newark/N.J.) and improving Conrail for the economic health of the entire port community.”

*Representative James J. Florio
(D. 1st District N.J.)*



“The main issue is dredging: All of our ports aren’t deep enough for the next generation of coal carrying vessels, and coming Congressional votes may work to the permanent disadvantage of the port of New York. Federal policy decisions relating to coal promise to alter the commercial standing of American ports for decades to come, with significant impacts on regional and municipal economies.”

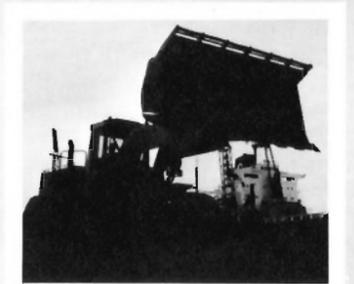
*Lawrence J. O’Brien, Jr.
former Chief Counsel
House of Representatives Committee
on Merchant Marine & Fisheries*

“We, in New England, have been trying to figure out how to burn coal efficiently. A very important part of that puzzle lies in the New York and New Jersey harbor. Its development is vital to that effort.”

*Zeb Alford
President, New England Energy, Inc.*

“U.S. coal can help the world build an energy bridge to the next century and help America regain a dominant position in the world’s energy markets.”

*Eliot R. Cutler
Attorney*



Federal-State Hearing Reviews Future of New York/New Jersey Ports

Will the Port of New York/New Jersey meet the challenges of the 1980's? Can regulatory road-blocks be eliminated to revitalize port facilities? How is funding to be found for dredging of the harbor? Will rail services be sustained?

For a score of witnesses appearing before a joint Federal-State legislative hearing chaired by U.S. Representative Mario Biaggi (D-NY), Vice Chairman of the House Committee on Merchant Marine, these questions provided a platform for a strong reaffirmation of the future of the port and the regional economy.

Biaggi's objective, a comprehensive investigation into emerging operational constraints and opportunities for the future of the port, was fulfilled. Thirty-three witnesses testified on subjects ranging from coal terminal sites, to development of a fisheries industry for the city.

"Port development and coal exports present twin opportunities for trade expansion to a nation vitally in need of economic recovery — as well as increased employment to a region that has lost a million jobs since 1969," Biaggi said.

"We are at a crossroads for the port and consequently for the region." New York City's Mayor Edward I. Koch commented. Conrail, which faces an uncertain future; high truck transportation costs; federal regulatory burdens which inhibit dredging

of the harbor; equitable port fees, and a seriously weakened industrial base for the northeast were among Koch's concerns.

"The future of Conrail and the Federal role in dredging both in regulation and financing are pivotal for the port's long range survival," Linda W. Seale, New York City's Commissioner of Ports and Terminals added.



Arguing that Federal over-regulation of port improvements has cost billions of dollars, Seale urged greater local control over port development, including user fees which should remain in the area. Financing, Seale said, should be arranged locally and New York should not be taxed to finance the development of competitive port facilities.

"We can go deeper than any other port and do it cheaper than any other port. Hence our user fees will be less and we will achieve enormous economies of scale in ocean transportation," Seale noted. "...if a user fee system is enacted, this port is best served by moving to 100% local

financing and removing the Federal government from the process."

Conrail's Richard H. Steiner, Vice President-Marketing, supported her position. "...We believe a deepwater coal facility at the Port of New York and New Jersey would benefit the United States, the Northeast economy and Conrail." He said. "The coal is there, the market seems as-

sured, and Conrail is ready, willing and able to get the coal to port. What is needed now is a port facility which can handle these demands."

On another matter vital to the port, several witnesses supported development of a vigorous fishing industry for the port which would attract new jobs. "New York is a fog-free, ice-free, deep-water port close to the fishing grounds and close to in fact, it forms the major food market in the na-



tion. All that is missing is the base of operations and processing." Joseph French, Senior Vice President, New York Chamber of Commerce and Industry commented.

N. Nick Cretan, Executive Director, Maritime Association of the Port of New York, argued in favor of legislation which would permit implementation of a real time telemetry and wind gauge system in the harbor — the first in the U.S. — to improve ship handling in the port and reduce operating costs to shippers, operators, and consumers.

Conducting the hearings were N.Y. Senator Joseph R. Pisani, N.Y. Assemblyman Joseph Ferris and Assemblyman Richard Keane.

Sharp controversy arose over many issues affecting the port including, location of a coal storage and transport facility on Staten Island; continued funding for Conrail; long lead time for dredging permits; and balancing environmental and commercial needs of the port.

There was little disagreement, however, over the importance of the port for the regional economy or the need for coordinated efforts by all branches and levels of government as well as the private sector to revitalize the port. As Thomas W. Gleason, President, International Longshoremen's Association, AFL-CIO summed it up, "Maritime Commerce, especially in this port, creates jobs, produces income and encourages development locally and nationally." ■

Above: At the Seamen's Church Institute during the joint Federal/State hearing on the future of the Port of NY/NJ. Seated from left to right: Allan Tumolillo, Hon. Edward I. Koch-Mayor of NYC, Linda W. Seale-NYC Commissioner of Ports and Terminals.



Left: Institute director the Rev. James R. Whittemore testifies on the need for maintaining adequate levels of seafarer services in local and national ports.

Facing page: Seated left to right: Richard Raymond, NYS Assemblyman Joseph Ferris, U.S. Rep. Mario Biaggi - Vice Chairman House Standing Committee on Merchant Marine and Fisheries, Lawrence Mallon.

Needed: A Maritime Transportation Policy



The need for a coordinated national transportation policy including coherent goals for the nation's merchant marine, was stressed by Congressman Walter B. Jones, (D-NC) to a capacity audience at a recent meeting of the Propeller Club, Port of New York

Jones, Chairman of the influential House Committee on Merchant Marine and Fisheries (The Lookout, March '81) pledged Congressional cooperation with the Reagan Administration to strengthen the merchant marine and to maintain loan guarantee programs for ship construction.

"We will not sit by and watch our maritime power decline," Jones said. Calling for a

partnership between the legislative and executive branches, Jones noted the need for regulatory reform which has created a disjointed transportation policy. "The regulators and the policy makers are not communicating."

"As long as government looks at transportation issues piece-meal, there will continue to be unanticipated consequences when policy is set. Furthermore, assuming that types of transportation fit into neat, specific categories blinds us to new developments in technology and shipping practice."

Jones noted that maritime and transportation policy is often being made by litigation in the courts and regulatory agencies who create policies that hold too narrow a view of industry or national needs.

The Propeller Club, Port of New York, was organized in 1923 to support and promote the U.S. merchant marine and is one of the largest maritime associations in the United States.

At the meeting Mr. William Wolter was elected National President, Propeller Club of the United States. Mr. Wolter is president of Cairo Marine Services, Cairo, Illinois. ■

Pictured left to right: Donald J. Schmidt, Congressman Jones, James J. Dickman, Thomas W. Gleason, Msgr. Thomas J. McGovern.

A View From The Bridge: Charles I. Hiltzheimer

If there is a central theme in the career of Charles I. Hiltzheimer, Chairman and Chief Executive Officer, Sea-Land Industries Investments, Inc., it is recognition of the global realities confronted by the maritime industry and American business leadership.

Presiding over Sea-Land, Hiltzheimer typifies the deep concern of American executives responsible for managing large transnational corporations such as Sea-Land, today the largest U.S. flag containership company with assets in excess of \$1.5 billion.

His concerns include the impact of containerization on third world countries, diesel fuel efficiencies and government regulation, rising energy costs, foreign exchange rates and the European Common Market.

As Hiltzheimer views it, the transnational corporation is caught between an interdependent world economy and national interests seeking domination of world trade.

This sparks, in his words, a critical need for "accurate definition of objectives and careful evaluation of available options" both by the transnational firm and by national governments. Both must plan and manage with sound economies and financial realism.

"A world trade arena marked by economic as well as by political uncertainty, a move toward protectionism by many trading nations, and sharply depleted oil supplies are some of the complex and interrelated realities this nation's merchant marine must face," he said.

Political and economic factors are intertwined. The maritime industry, as he sees it, must respond with a global view of the future of a competitive worldwide market.

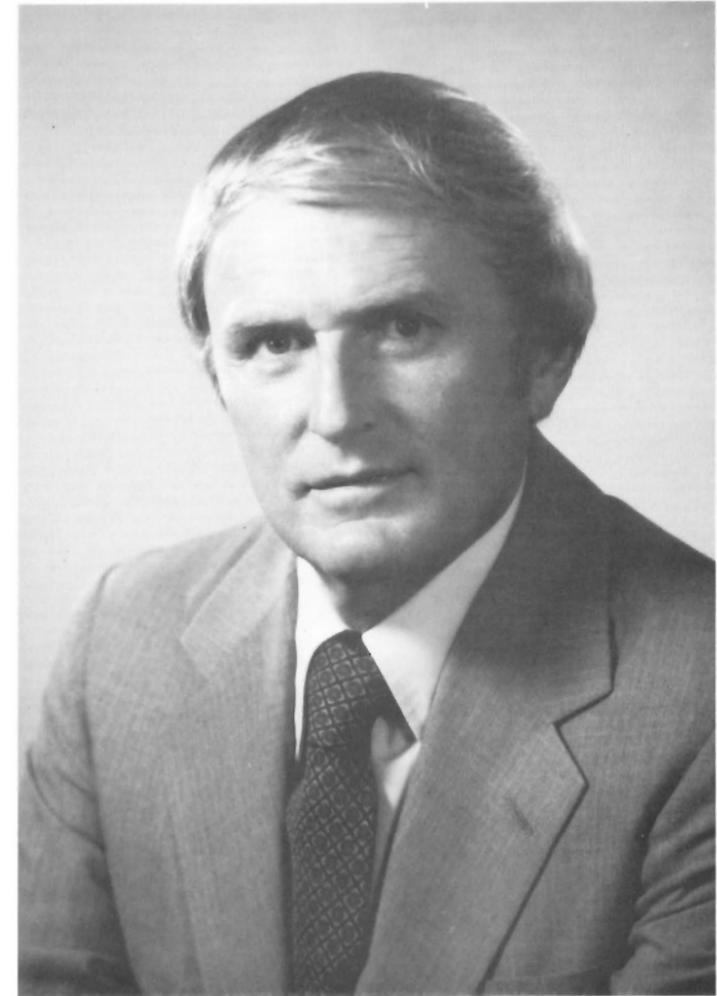
"Within national boundaries, the United States business community has traditionally been — and continues to be — innovative and fiercely competitive. This same approach to business must be exported beyond our shores," he noted.

Sharply critical of excessive foreign or U.S. government intervention with the workings of the free market economy, Hiltzheimer has urged greater cooperation and closer identification of joint government-business interests. This is essential for a strong merchant marine capability. To him, integration, rather than isolation, is the key.

As Hiltzheimer interprets it, the energy intensive maritime industry competes not only with individual maritime interests but with blocks of nations seeking commercial advantages sometimes inimical to the prosperity of the U.S. merchant fleet.

Maritime nationalism, as he views it, has as a key underlying cause — oil prices ... which has been the catalyst for a retreat from the fundamental principal of free trade in exchange for government controlled economies.

Hiltzheimer, noting that more than 65 percent of foreign flag vessels are diesel fueled compared to less than 5 percent of the U.S. fleet, contends that the maritime industry will need to take bold action "if the U.S. flag fleet is going to compete effectively."



As for Sea-Land itself, Hiltzheimer is optimistic about the company's future growth. But he is wary of the many economic and political factors which lie beyond his or Sea-Land's control. Meanwhile, his insistence on economies of operation will be watched by the industry with intense interest. This includes construction of 12 fuel efficient diesel containerships together with a terminal and support program — a \$586 million investment — which Hiltzheimer calls "the largest single financial commitment by any U.S. ocean carrier" to meet future maritime needs. ■

Mr. Hiltzheimer was elected to the Board of Managers of the Seamen's Church Institute, April 1981.

John Callahan: Surveying New York Harbor



Above: Commander John K. Callahan, Jr.

Right: Computer on board the *Ferrel* is used for initial processing of the current meter data.

Far right: Witness buoys float on the surface marking the current meter stations. Collisions with the buoys and passing ships are a major problem for the survey team in NY harbor.

Engineer, attorney and seaman, Commander John K. Callahan, Jr. has a job which affects every ship navigating New York Harbor - from tankers to private pleasure craft.

Callahan, 37, and his crew of the National Oceanographic and Atmospheric Administration's (NOAA) survey ship *Ferrel*, in fact may be doing more to ensure safe navigation for professional and amateur seamen in N.Y. harbor than any other single source.

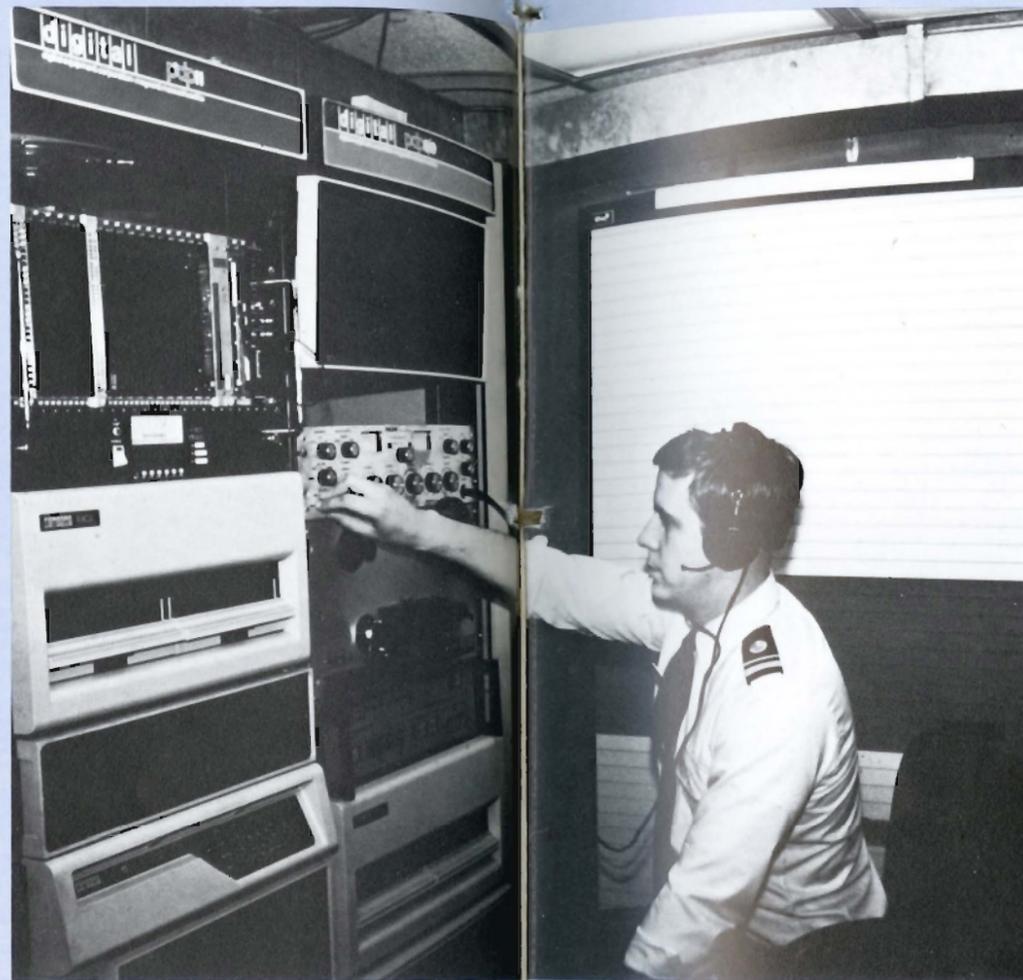
Practically everyone, from the weekend seaman to harbor pilots and officers of supertankers approaching New York, uses the 'roadmaps' produced by the surveys taken by the *Ferrel's* crew.

"Our basic mission is to do a tide and tidal current survey of New York harbor. This will update both charts and the tide and current prediction tables published by NOAA. We are also collecting circulatory and meteorological data for ecological studies. Finally, the information will be used to refine and update tidal data for land movements and marine boundaries," Callahan said.

The NOAA ship *Ferrel's* assignment is part of a two year study of the tides and tidal currents of the harbor, including the East and Hudson Rivers from Sandy Hook to Yonkers. The survey is part of a multi-year National Ocean Survey study of New York harbor. Other NOAA vessels will continue to check and update NOAA charts for the next few years. The last complete survey of New York harbor was conducted in the 1950's.

Commander Callahan, like many of NOAA's officers and crew, is uniquely qualified for his assignment. After receiving his Bachelor of Engineering degree from New York Maritime College, Callahan earned a J.D. degree from Catholic University and was admitted to the bar.

For NOAA, a branch of the Department of Commerce, he has been involved in oceanographic and hydrographic research in the Atlantic and South Atlantic and in coastal waters of the U.S., South America and Africa. His specialties include marine boundaries such as the high and low water line which are based on tidal datums.

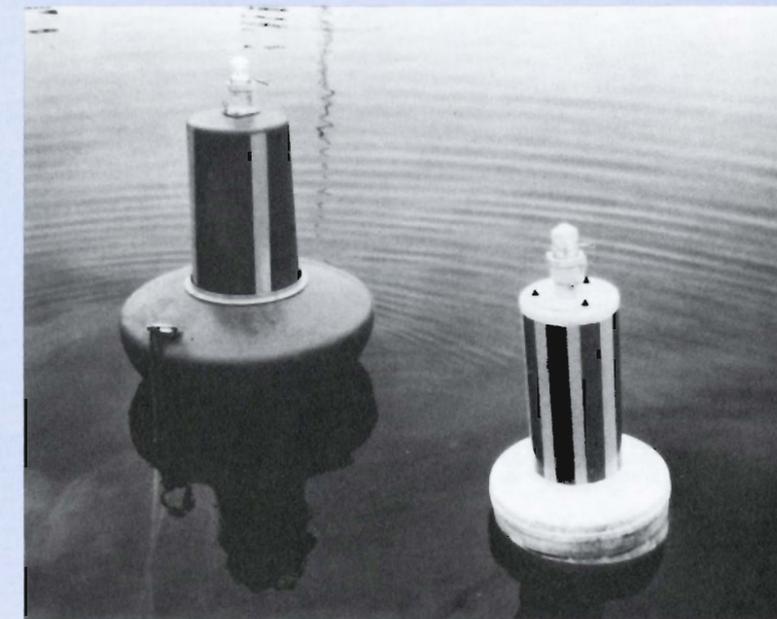


The complement of the *Ferrel* is equally as impressive. Officers whose specialties include civil engineering, geodesy, oceanography, meteorology, physics, math and computer science all utilize their talents in performing the *Ferrel's* mission. Highly trained civilian technicians and crewmembers, many of whom are retired servicemen with years of sea-going experience, round out the ship's complement.

"The *Ferrel's* New York assignment is only a part of a complicated survey which involves other NOAA vessels such as the *Whiting*, which will concentrate on the hydrographic end of things," Callahan noted.

"Hydrographic surveys here measure water depths using electronic echo sounders and computerized data processors. Hydrographers in essence 'photograph' the underwater topography by making soundings, accounting for the vertical and horizontal movement of water and relating the survey ship to ground stations. By following a survey course, the ship can thus provide accurate data on navigation, hazardous anchorages, and boundaries.

"Furthermore," he continued, "one of our key problems in doing current surveys is the number of collisions by passing ships with our witness buoys, which float on the surface. To date more than 21 buoys have been hit in NY harbor which complicates the job. Not infrequently divers have to be



used to inspect or repair damages using special equipment to avoid contact with the pollution in the water."

The NOAA ship *Ferrel*, named after William Ferrel (1817-1891), one of the pioneers on tidal and meteorological phenomena, is using more than 64 current meter mooring stations in the harbor. These are retrievable units. Stretching from a Danforth anchor on the bottom to a witness buoy on the surface, they are connected by wire ropes. Current meters and subsurface buoys are connected to the wires at various depths. The current meters allow recording of current information every 10 minutes for periods of up to 30 days.

For the 'tides' portion of the survey, the *Ferrel* is utilizing over 23 tide gauges both temporary and permanent to record the rise and fall of the tide at the same time the current meters measure current. The tide measurements will not only be used for both current and hydrographic surveys but also for redefining tidal datums for land movement and shoreline boundary determinations.

Additionally, the *Ferrel* has meteorological instrumentation which can measure barometric pressure, wind velocity, direction and temperature, thus relating meteorological effects on tides and currents.

"When analyzed with the use of the on-board computer we get a 'portrait' of the

entire harbor," Callahan said. "In turn the navigational 'road maps' become indispensable guides."

Aboard the 133 foot *Ferrel* are three officers and 11 civilian crew members. Special equipment includes material to gather and test seawater as well as a computer for processing of current meter data. Three smaller craft, a 28-foot JO-Boat for diving operations and two 19-foot high speed workboats, are also used.

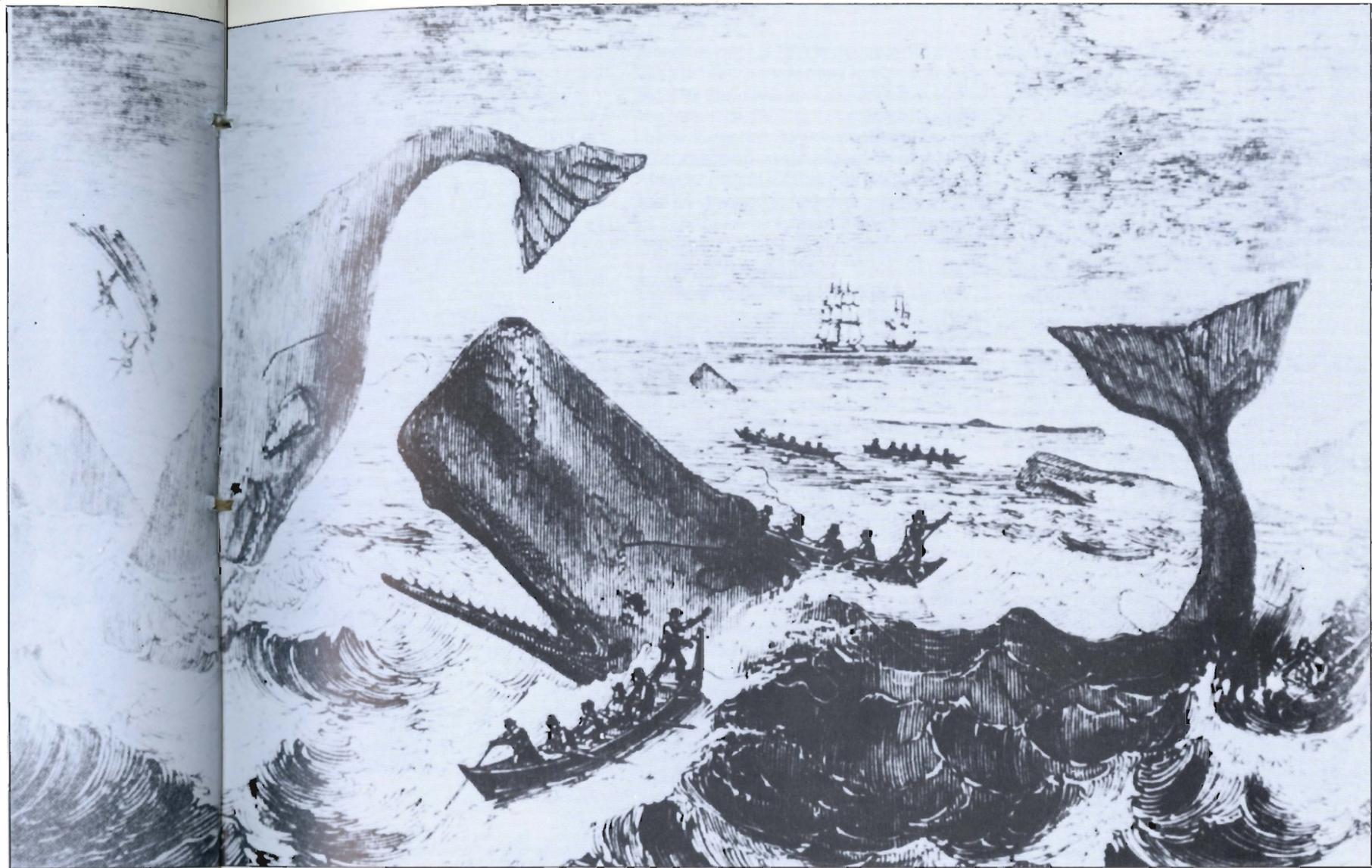
Callahan is the first NOAA officer to become an attorney. His assignment in New York is his most recent sea duty after an alternate tour as a practicing lawyer for NOAA. On the lighter side, Callahan plays drums in his spare time with an Irish bagpipe band.

"The work of NOAA and our own work here in New York are reflections of our deepened concern with the sea, our coastal areas and major harbors such as New York, all of which impact our lives," Callahan noted. "Over the last few months, in talking with various people here in the harbor, I've sensed a deep commitment on everyone's part to create new life here. It's like the harbor is waking up. It's exciting ..."

MOBY DICK: THE UBIQUITOUS WHALE



by Philip A. Jenkin



It was a yarn for nights in fo'c's'les and dockside taverns, a tale of the largest creature ever known—a rampaging whale of blinding white that for half a century sent ships and men to the bottom of the seven seas.

Mariners called him Timor Tom, New Zealand Jack, Old Tom, Fighting Joe, Shy Jack, and Ugly Tom. Most often, though, he was Mocha Dick, from an island off the coast of Chile whose waters he made his special battleground. Such were his exploits that even a landlubber like Concord's Ralph Waldo Emerson heard about him in a stagecoach conversation in 1834. A youthful Herman Melville picked up the story in the Pacific in '41 or '42 and ten years later, for reasons never quite explained, renamed the monster Moby Dick.

Eyewitness as well as hearsay descriptions varied. Whale men in general gave

him some hundred feet in length and half of that in width, a scarred head thick with barnacles, and a wool-white hump sporting old harpoons, while out over his roiling wake shipped great lengths of line torn from men and boats he'd warred against. By the end of his career, Mocha Dick had reduced a dozen of those boats to matchwood, killed thirty of the men, sunk three vessels and severely damaged others, and put to rout whole fleets of challengers. Or so the stories said.

These may have started in 1807 when the crew of the Nantucket vessel *Union* lived to tell of their sinking by a whale near the Azores. The legend received a major impetus, however, in 1821. On November 20 of that year, another Nantucketer, the

238-ton *Essex*, went down 2300 miles west of Ecuador under two attacks by a large and angry spermaceti. The ship's tragic history is well known.

At the moment of the encounter, the captain was off in pursuit of a pod sighted to leeward; on board were First Mate Owen Chase and his crew, repairing damage suffered by their boat in combat with one of the herd. Looking up from his work, Chase observed a whale much bigger than the one they'd just done battle with. The brute spouted two or three times, then charged and struck with a force that staggered men and vessel and stove in a section of hull.

Pumps were started and a signal set for the other boats. Minutes later, having swum under the *Essex* and grazed her keel their attacker breached off the lee bow. The great jaws smote themselves

together, the mate wrote afterward, in "rage and fury." As the men rushed to clear away two boats they had on board, the whale made for them again.

He came on at about six knots, twice his normal speed, with "vengeance in his aspect." The ship, under light sail, was making some three knots when the whale struck once more, this time crushing in the bows: he passed again under the keel and disappeared. Chase and his men scrambled into a single boat as the *Essex* began to sink beneath them. Arriving minutes later at the scene, the captain, understandably aghast, could do no more than exclaim, "Oh, my God! Where is the ship?"

Ahead lay a grim odyssey of four thousand miles in open boats. Three months later, after unimaginable ordeals of exposure,

privation, and even cannibalism, eight wraithlike survivors of the crew of twenty reached Valparaiso. It is sometimes said that in Nantucket, where the *Essex* came to be mentioned only in hushed whispers, shudders from the stark horror have never quite subsided.

True, the villain of the *Essex* disaster may not have been Mocha Dick at all. Chase never said the ship's destroyer was white or one hundred feet in length—eighty-five was what he judged it was. Yet the catastrophe did nothing to diminish Dick's mounting reputation. Whalers hunted him as a prize worth taking, but with a wary eye.

As his fame grew, so apparently did his love of a good fight that became a trademark. There was little doubt, for instance, that it was he who terrorized the *Desmond* as that vessel hunted off the coast of Chile. The English ship had low-

ered a pair of boats for a lone whale sighted two miles off. It was a real mammoth, and met its pursuers in a head-on charge, striking the lead boat, then submerged to come up like an explosion and blast the second high into the air. That done, he swam contemptuously away, leaving dead and wounded awash behind him. The *Desmond* herself beat a judicious retreat, the crew describing the whale as the largest they had ever seen and identifiable from his now famous scars as the killer named for the island of Mocha near at hand.

Nor was there much doubt, a few months later and a few miles south of the *Desmond* rout, that it was Dick who beat off the Russian *Sarepta* when she tried to claim a smaller whale one of her boats had killed. As if to avenge a fallen friend, he caught the first boat in his jaws and splintered it, then stood a belligerent vigil over the body as the other boat worked her way back to safety. The *Sarepta*, after a three-hour wait, at last sailed off, leaving the dead whale to be salvaged by a Nantucket vessel that two days later found it still floating but now unguarded.

Like the independent monarch he was, Mocha Dick moved freely from ocean to ocean — Melville would later describe him as "ubiquitous." Having stymied and stared down the Russians, he rounded Cape Horn and surfaced near the Falkland Islands. There he was recognized by another English ship, the *John Day*. Tempted no doubt by untold barrels of oil and the prestige of so great a prize, the Britishers set off after him in three small boats. Feeling their first harpoon, he sounded and for three dizzying miles

towed the crew that had hurled it, then spun about and demolished their small hull. Now he lay back and waited. When a second hapless craft picked up a line floating from his body, he dived out of sight, came up with his usual suddenness, and bashed the bottom in. The third boat withdrew to the ship, which sailed away as fast as winds could carry it.

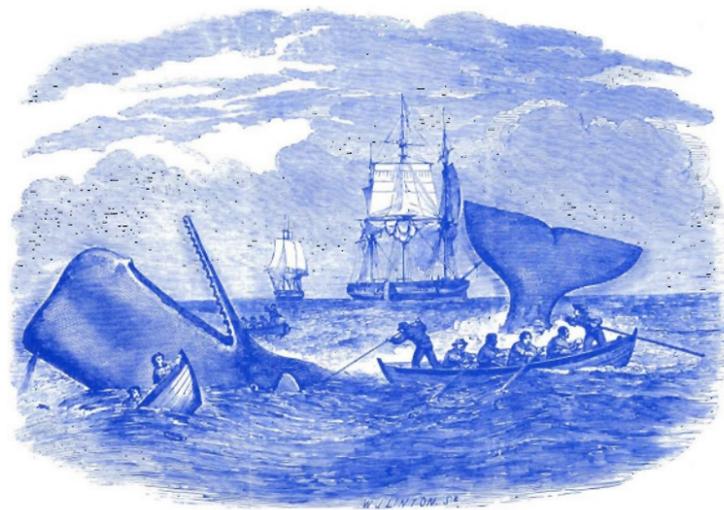
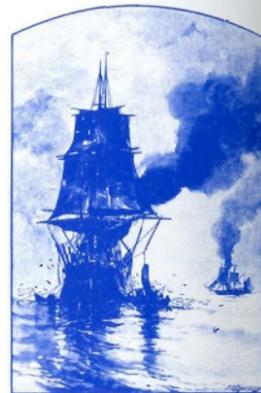
For his grandest fight of all, ubiquitous Dick's historians say, he chose the coast of faraway Japan. Here at dawn one day he took on four vessels at once — a lumber ship and three whalers of different nations. As he threw himself into combat, he must truly have been magnificent. By one account,

Instead of projecting his spout obliquely forward, and puffing with a short, convulsive effort, accompanied by a snorting noise, as usual with his species, he flung the water from his nose in a lofty, perpendicular, expanded volume, at regular and somewhat distant intervals; its expulsion producing a continuous roar ...

Advancing like a mountainous white cloud under the paralyzing din, he bore down and rammed the lumberman at top speed. Only her buoyant cargo kept her afloat when the Scottish *Crieff*, English *Dudley*, and U.S. *Yankee* spotted her and hurried in to help. The wily old campaigner now worked each of his ancient tricks, playing dead, sounding, surfacing in surprise attacks, grinding some boats in his giant

teeth, towing others before turning to take them head-on. As the well-intentioned rescuers scattered, he crashed into the lumber ship again, this time sending her to the bottom and her crew to a hastily assembled raft. Only a merciful storm that blew up and the recall of crews to their vessels prevented further havoc.

Whimsically, at the peak of his conquests old Dick indulged a taste for kittenish behavior. Stories circulated of his frolicking in and out among the boats of his pursuers, refusing to take seriously the efforts of little men bent on his destruction. At such times he appeared not only harmless but actually benign and sociable. Seasoned whalers, though, eyed him with caution, seeing in the powerful body what one nineteenth century chronicler described as a "lurking



deviltry." According to this same writer, *... his celebrity continued to increase, until his name seemed naturally to mingle with the salutations which whalemens were in the habit of exchanging ... the customary interrogatories almost always closing with, "Any news of Mocha Dick?"*

Every captain with professional ambition, it was said, felt compelled to test his skill against the most destructive creature of all time — just as the crazed Ahab is subsequently driven to against the fictional Moby Dick.

It was about this time in Mocha Dick's career that Herman Melville, after a series of lackluster jobs in earlier youth, came to serve aboard the 358-ton New Bedford whaler *Acushnet*. While in the Pacific, by his own report he met and questioned the son of a former mate of the *Essex* and first saw the senior Chase's journal. "The reading of this wondrous story upon the landless sea, and close to the very latitude of the shipwreck," the future novelist would one day write, "had a surprising effect on me."

So far-reaching in fact was the effect that

ten years later old Dick breached to all the world in the great *Moby-Dick*, whose central event and metaphor reenacts the sinking of the *Essex*. The fictional whale rams his skull into the vessel's bows, dives, and runs along the keel. And someone — not Ahab, though, for the maniacal skipper has just flung his last harpoon and, fast to its line, been dragged by Dick into the depths — someone cries out, in a bleak echo of the real-life tragedy, "The ship? Great God, where is the ship?"

Throughout a year or more of feverish writing that went into the book, Melville spared no effort to magnify Mocha Dick into a foe worthy of the epic madness of Ahab and the doomed *Pequod's* fantastic crew, yet at the same time, to make the whole mid-ocean nightmare somehow credible. As he worked in the study of his Western Massachusetts farmhouse, he could see from a window the snowy hump of Mt. Greylock (in the novel it becomes a "Monadnock Hump") looming above the horizon. Things of formidable size and

whiteness had taken on in Melville's mind, as they would in many a reader's, a sinister importance.

Almost at the very hour of publication in 1851, either Dick or possibly one of his friends or relatives surfaced as if in gratitude and destroyed another New Bedford ship, the whaler *Ann Alexander* — mercifully without loss of life. It was an inspired promotional gesture, naturally delighting publishers and author. "Ye Gods!" wrote Melville to a friend, "what a Commentator is this *Ann Alexander* whale."

Yet once the book was out and his place in history assured, Dick rested. Indeed, what other worlds were left to conquer? Though mariners might still hail each other for news of Mocha Dick, the old devil rarely deigned to show himself. In 1854, the press reached an easy conclusion and began to run obituaries. "Moby Dick is 'tuk,'" proclaimed the *Berkshire County Eagle* for July 21 in Pittsfield, Mass., elaborating accounts in other journals. "The terror of whalemens, the imperial tyrant of the seas, in the decrepitude of age and sickness has fallen into the hands



of his puny enemies and is no more." The death notices, however gleeful their rhetoric, were five years premature.

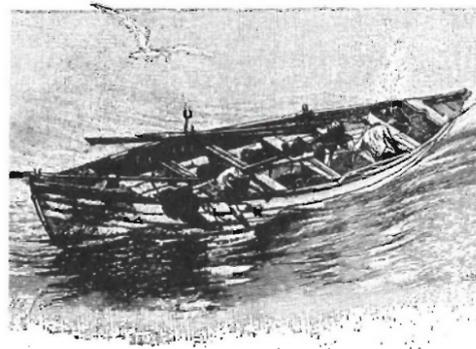
His reign came officially to an end in August of 1859, at the hands of a Swedish whaler off the coast of Brazil. Word was that he went down with quiet dignity, like a true philosopher king. He measured, say the histories, 110 feet in length and fifty-seven in width, had jaws twenty-six feet and flukes twenty-eight, with eight teeth missing, right eye blinded, and rusted harpoons jutting from his flanks.

In view of his renown it is understandable that the novel *Moby-Dick* was by no means his only breaking into print. In an age when whaling was a young industry newly catching the public fancy, his story helped win readers both for major periodicals and for penny dreadfuls. The *Knickerbocker Magazine* had already, back in May of 1839, run a lurid tale called "Mocha Dick, or the White Whale of the Pacific," by J.N. Reynolds, who combined scientific interest in oceanography with a prose style designed to induce chills along the spine. Some years after the Melville classic there came from the pen of a pseudonymous Captain Barnacle another would-be shocker, *Pehe-Nue, The Tiger Whale of the Pacific*. As late as April 3, 1892, and strangely far inland, the *Detroit Free Press* gave two columns under heads and subheads to "THE TERROR OF THE SEA — A Vivid Account of the Sanguinary Career of Mocha Dick — Always Ready for a Fight, and Usually the Aggressor." Even twenty-two years into the twentieth century, *The Nation* retold the killer's story, dating his exploits back to 1810.

But was Mocha Dick pure myth, sprung from the same awe of unknown depths and spaces that saw a Minotaur in labyrinthine caverns, Grendel in moorland mists, or Jonah's whale in Old Testament seas? Of course, say skeptics. They submit that at most he would have been an elderly sperm whale, beaten out for favor of the females and driven from the herd, a gross hyperbole of various Ugly Toms and Joes and Jacks, and that it's preposterous he or any cetacean could attain such size and age and psycho-sexual fury. Nor, they add as a clincher, do certain vessels in the legend — *Yankee*, *Sarepta*, and others — appear anywhere in official nineteenth century registers.

On the other hand, a spokesman for Lloyd's of London points out, ships' registers of that day were far from comprehensive, and the omission of the names of some of many whalers need not mean they did not exist. Dr. Howard P. Vincent, a Melville scholar of high repute who has probed the question in our own time, states in an exhaustive study that the monster "was a bona fide whale, the 'terror of the Pacific,' of awesome size and with a reputation for terror and malice justifying his selection as the villain of a novel." Further, after Dick's reported death in 1859, new tales about him came virtually to a halt, as if a reality that had been was now gone. Whales, moreover, that succeeded Mocha Dick and the age of sail seemed a lesser breed, coming off a pallid second best in halfhearted strikes at freighters and liners that soon ruled the sea.

In still more recent times, as if to prove the legend true, the old spirit may have been reborn. One big fellow, though losing his life in the attack, took on the *Berengaria* in 1926, and shook her badly. A whole hostile pod, regrettably pro-Nazi, hampered Allied rescue work when the *Athenia* was torpedoed at the start of WWII. Unimpressed by man's mechanical sophistication, one loner assaulted an aircraft carrier, and another the nuclear sub *Sea Dragon*. Even earlier, no doubt itching to settle ancestral



scores with sons of Yankee whalers, yet another cast a cold eye along the Massachusetts shore. That was back in 1928, when a leviathan of pure white paraded in full view of Gloucester, then spent a day cruising up and down the Cape Cod Canal, between the eastern entrance and the Sagamore Bridge.

Perhaps our monsters, like our legends, never really die. Didn't Melville warn that old Dick was ubiquitous in time as well as space — and that ubiquity in time, quite simply, is immortality? Could not the great whale, playing dead for a mere century or so, take it into his ugly head to rise again? There are some who wouldn't put it past him. ■

Main Sources

Chase, Owen. *Shipwreck of the Essex*. Gloucester, Mass.: Peter Smith, 1972.

"Fifty Years Ago," *The Register*, Yarmouth, Mass. 31 August. 1978.

Letter from Lloyd's Register of Shipping, London.

Letter from Kenneth R. Martin, Director, Kendall Whaling Museum, Sharon, Mass.

Leyda, Jay. *The Melville Log: A Documentary Life of Herman Melville, 1819-1891*. 2 vols. New York: Gorian Press, 1969.

"Mocha Dick," *The Nation*, 19 July 1922.

Reynolds, J.N. *Mocha Dick, or The White Whale of the Pacific*. New York and London: Charles Scribner's Sons, 1932.

Schmitt, Frederick P. "Vessels vs. Whales," *Sea Frontiers*, May-June 1932.

Stackpole, Edouard A. *The Loss of the "Essex."* 3rd edition. Nantucket, Mass.: The Inquirer and Mirror, Inc., 1958.

"The Terror of the Sea," *Detroit Free Press*, 2 April 1891.

Philip A. Jenkin, recently retired English professor and dean at Massachusetts Salem State College is a frequent contributor to newspapers and periodicals.

P O E T R Y

THE OLD SAILOR

He feels the seas pull, in his finger-tips,
Its swell, around his now unsteady feet,
And when he walks the quiet elm-treed street
He thinks of wind-blown billows, and the ships
He sailed on voyages where a strange sun slips
Into the depths as sky and ocean meet,
Of busy ports, where alien tongues would greet
The freighters from their long land-hidden trips.

He looks above him now at inland skies,
Thankful for pleasant days of well-earned ease,
And friendly talks beneath green leafy trees;
Yet often, waking in the night, he sighs
For the immensity of endless seas
That startled, long ago, his youthful eyes.

Kay Wissinger



PORT

The wine of life that drinks the senses dry
Itself soaks up the souls of goodly men
and rains poor drunken sailors from the sky
to drown them in the swashing seas again
so ships that sail upon the ocean high
are put to port in bottles, two by ten.

Gregory Harris



THE QUEEN MARY

Surely this great ship very often misses
The many voyages she sailed with ease,
The splendid dawns at sea, the starlight kisses
On long swells following gently with the breeze.
Four days or less she spent upon each crossing,
Linking with grace the Old World and the New,
At times the deep was wild, tempestuous, tossing
Its briny challenge when the gale-winds blew.

This lovely vessel, moored now where the
coast-line

Looks to the Orient, not Europe's shore,
Beneath the western ocean's brilliant sunshine
Must dream of the Atlantic, yearn once more
To sail a north-east voyage, where the night sky
Comes very late to the long summer days;
Land-locked, remembering when the white gulls
wing by,
The sea-lanes where the friendly dolphin plays.

Kay Wissinger

OLD SEAMAN IN TINTYPE

The tintype locks him in ... seemingly benign,
He damns the ram-rod vice, holding him there;
Not one of ninety winters gives a sign —
Survival boasts from each rebellious hair;
Great Wall of collar holds in discreet check
A volley of his pithy sea parlance,
Hiding the little welt along his neck
That felt the sting of battle's steely glance;

He wills the ancient tin dissolve, and fade ...
Rips off the collar, hailing liberty!
The frozen eyes flash out ... and fusillade
Of salty songs, tinged with a ribaldry,
Defies all land-locked starch and artifice —
Non-compromiser! Coward's nemesis!

Nathalie V. Cole-Johnson

At the Institute

Peter Grabowski is the newly named general manager of hotel, food and conferences. A graduate of the Marriot hotel school, he worked for Hilton hotels and Upper Montclair Properties NJ prior to coming to the Institute.

Robert L. Boomer and Teolinda E. Echavarria received service recognition awards from the Institute Director in May. Mr. Boomer has been employed at the Institute for 20 years and Mrs. Echavarria, ten.

Episcopal deacon David J. Gunderson was ordained a priest by the Rt. Rev. Paul Moore, Jr. Bishop of New York on the afternoon of May 4 in the Institute's Chapel of Our Saviour for seamen.

Father Gunderson is SCI's assistant port missionary for New Jersey and, while living on the west coast, worked for some time as a tugboatman.

Bishop Moore ordained David on behalf of the Rt. Rev. Robert H. Cochrane, Bishop of Olympia.

Robin Pearse, new director of volunteers for the Institute was formally introduced at the annual Spring Volunteer luncheon. More than 100 volunteers attended the event during which Ms. Pearse presented recognition awards and certificates to persons contributing fifty or more volunteer hours to the work of the Institute during the past year. *Jim Lorier* and *Marie Griffiths* were singled out for giving 665 and 456 hours respectively; and *Rae Keer* received the newly instigated outstanding service of the year award.

The Rt. Rev. Paul Moore was the preacher and celebrant at chapel services on Maundy Thursday which is also the Institute's official church visitation day.

Following the service, Bishop Moore joined the Institute director and members of the staff for lunch and discussion of the Institute's work. ■



Below: The Bishop gives a bible to newly ordained David Gunderson.



Alexander O. Vietor — a member of the Institute Board of Managers from 1939 until his death March 12, 1981. A true friend of seamen, he chaired numerous board committees during his 42 years of service and expressed special interest in the Institute Christmas-at-Sea program which annually places aboard ship nearly 10,000 gift boxes for merchant seafarers destined to be at sea on Christmas day.

As curator of maps for Yale University from 1943-1978, he developed for the University one of the world's greatest cartographic collections, including the acquisition of the 1489 Martellus map of the world and one of the two 1526 Magellan globes.

Above: The Reverend Neale Secor speaks to the more than sixty guests who attended a recent open house and luncheon at SCI/NJ in Port Newark.

In addition to welcoming Father Secor as the Institute's new port missionary for New Jersey, these port community leaders also met other members of the staff and heard Rocco LiCalsi, the Center's business manager, describe the various facilities, services, and sports programs available to port personnel as well as to seafarers.



Right: Award time at the Annual Volunteer luncheon. Among the 35 volunteers receiving special recognition awards were Mrs. Ethel Saunders (l.) and Mrs. Lelia Lewis.

On the Surface

NEW YORK — Imagine a TV program which tells it like it is about New York and the waterfront? Action! Excitement! Adventure! Would you guess the Port Authority of New York/New Jersey? It's true. CBS is reportedly considering a new series on the PA but no commitment yet ... New York, it is said, has everything including a resurgence of the gooseneck barnacle, according to National Oceanic and Atmospheric Administration sources. The resurgence of the especially tenacious barnacle, which fouls ship bottoms and resists all but the most stringent antifouling substances, is a result of anti-pollution measures in the harbor ... July 26 will mark the 25th anniversary of the sinking of the liner *Andrea Doria* and four divers are attempting to recover more than \$4 million in treasure from the ship. The team will use a diving bell but must cope with sharks, darkness, strong currents and busy ship lanes. There are easier ways to make a living ... The city will have a new sea-air-space museum if current plans for berthing the 900 foot aircraft carrier *Intrepid* at pier 86 in Manhattan are achieved. The carrier survived three wars and will be towed to New York and converted into a permanent floating museum at a cost of \$14 million. City officials see it as a major tourist attraction ... ■

Congratulations to containerships with their 800,000 containers that called on the Port of New York/New Jersey last year. The Containerization and Intermodal Institute, an industry group, held a silver anniversary celebration recently to mark the 25th year of containerized shipping in the port. Port Newark/Elizabeth, NJ was described as the world's container capital.

Three fourths of the 15 million tons of cargo — valued at \$38 billion — moved through the port on containerships last year. ■



RECOMMENDED READING

Professional mariners and weekend sailors alike will profit from a review of the American Merchant Seaman's Manual. The sixth edition of this classic instructional book covers a diversity of topics from medical procedures to marlinspike seamanship. For aspiring mariners, the work offers guidelines for the proper handling, working and navigating of ships as well as insight into the contemporary maritime industry.

The objective of the publishers, the Cornell Maritime Press, to provide a comprehensive up-to-date exposition of seamanship has been realized. The manual is both readable and well organized for ready reference.

AMERICAN MERCHANT SEAMAN'S MANUAL

Cornell Maritime Press,
Centreville, Maryland.
Sixth edition 1981.

*Edited by William B. Hayler,
John M. Keever and Paul M. Seiler.*

The Book of Remembrance

The late Martha and Stephen Comstock were devoted supporters of the Institute who wanted others to contribute to its work. To encourage this, they proposed giving the Institute a special Book of Remembrance based on the earlier tradition of hand illuminated Bibles.

The purpose of the book was to provide the means whereby an individual or family could preserve in perpetuity the memory of a special day, person or event plus that of the donor.

In return for an 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 costs for one 24-hour period. At an anticipated average interest of 5½ percent annually, the amount is currently \$36,500.

Thus it was that the Comstocks presented the Institute with a gold tooled, hand-crafted, maroon leather Book of Remembrance together with its handsome glass topped, carved oak case. Today, on many of its vellum pages are the names of people or events, each one beautifully engrossed in red; burnished with gold. Often a brief description follows the name.



Every year on the day of the event cited, the person or persons commemorated are included in prayers during the Institute's chapel services and family members are notified in advance so that they might attend. The Book of Remembrance remains open to that special page for the day; and, so shall it be, in perpetuity.

The Institute is pleased that others have found the Comstock's benevolent project an appropriate and gratifying way to honor some loved one or cherished event, while at the same time supporting its ministry to seamen.

Some people have done so through deferred gifts, bequests, endowments or other special plans. During 1981 each \$36,500 Book of Remembrance gift or pledge (payable over a 3 year period) will be matched in equal amount by a grant from the Vincent Astor Foundation. Thus each gift will yield \$73,000 for the Institute's programs.

Should you like additional information on the Book of Remembrance program, please let us know. We think you will find it a most gratifying way to commemorate those persons or events you want remembered. ■

The Rev. James R. Whittemore
Director, Seamen's Church Institute
of NY and NJ
15 State Street, New York, NY 10004
Telephone: 212/269-2710

Olivia Wins Atlantic Cup



The winning team from the Olivia:
Front Row: (left to right) Dan Ruderman, Seamen's House Program Director; Helio Lima, Captain; Venezellos Ananias, Paulo Januario, Curt Chapman, Netumar Lines.
2nd Row: (left to right) Nielton Cesar, Carlos Jose, Antonio Torres, Valdeca Farias, Tom Waite, Seamen's House YMCA.

Football (soccer) is the most popular team sport among international seamen and the Atlantic Cup Soccer Competition is one of the most esteemed tournaments for merchant seafarers. To have your ship's name engraved on its handsome challenge cup verifies that your team is among the finest afloat.

Last year 51 ships competed in the competition and the Brazilian ship *Olivia* was the winner. However, it was not until this Spring that the vessel was back in port long enough for the team to be honored at an awards ceremony.

Actually it was a repeat performance for the *Olivia* team because it had previously won the Cup in 1978. Since then the team has not lost a single game. In 1979, it did not compete in the Atlantic Cup Competition only because it was unable to complete the required number of qualifying games.

This year's "victory lunch," sponsored by the Seamen's House YMCA of New York, who is custodian of the permanent cup and director of the games, was held at the Institute.

Barney Sloan of the Port Authority of New York and New Jersey presented the ship's Atlantic Cup Trophy to the team.

He also awarded the team the Runner's-up trophy (and accompanying owner's plaque for Netumar Lines) for its soccer

performance in the 1980 Tournament of the 7 Seas, the international track and field event coordinated by the Norwegian Government Seamen's Service. ■

The Atlantic Cup Soccer Tournament is one of the programs of the Seamen's House Branch of the YMCA of Greater New York. The tournament is played each year from January to November among the crews of passenger and cargo ships of all the nations that sail the Atlantic Ocean.

The tournament's symbol of victory is the Caroline de Lancey Cowl Trophy. This sterling silver cup, over two and one-half feet high, was presented by Mr. Donald Cowl in honor of his daughter in 1925 when the tournament series was begun. The Seamen's House YMCA has retained the trophy and continued the series since 1931, with the cup becoming known as the "Atlantic Cup."

So keen is the interest in this competition, that in 1956, the team from the *M/S Bergensfjord* of the Norwegian-American Line was flown from Halifax to avoid forfeiting the title match against the *Berlin*. (They lost the match.)

In 1976, the *Imperial* from Chile became the first Latin-American team to win the tournament and newspapers in Chile featured the fact with headlines. *Imperial* came close to winning in 1977 but was delayed by a dock strike and was edged out on a "point system" by the *Baie Com-eau* from Norway.

Beginning in 1976, the Atlantic Cup Tournament has been held in conjunction with the Norwegian Government Seamen's Service and the Seamen's Church Institute of NY/NJ, with the games being played at the Institute's sports field in Port Newark, NJ. ■

Photo Credits:
Cover: Raimondo Borea
Pgs. 2,3,6,7: Location-M.J. Rudolph Co., Pt. Newark, NJ ... Borea photographer
Pg. 5: Pt. Authority of NY & NJ
Pgs. 8-10: SCI ... F. Argentine, photographer
Pg. 11: Bachrach
Pgs. 12-13: J.K. Callahan, Jr.
Pgs. 14,16-18: SCI
Pg. 15: T. Beal's Natural History of the Sperm Whale
Pgs. 19-25: SCI

Memorial Service for Admiral John Mylin Will



As both a naval leader and maritime administrator, Admiral John M. Will earned the respect and admiration of those who knew him. Hundreds of local friends and associates came to honor him at a memorial service held in the Institute's Chapel of Our Saviour on May 19.

Admiral Will died May 8, 1981. He was 81 years old. A graduate of the U.S. Naval Academy, class of 1923, he also held a master's degree in engineering.

During World War II he distinguished himself as a daring combat leader, expert in submarine warfare and able administrator. Assigned to the Seventh Fleet in the Pacific, he was commander of the submarine divisions at Midway and Guam. He

was awarded numerous decorations of honor by both the United States and foreign nations.

In 1945, he became Assistant Director of Training at the Bureau of Naval Personnel. In 1949, he was named commander of the Military Sea Transportation Service, was later Director of personnel policy in the office of Secretary of Defense; and in 1956 resumed command of the transport service now known as Military Sealift Command.

Following forty years of naval service he retired from his command and shortly thereafter became president of American Export serving until 1965. He was named board chairman in 1960 and remained so until 1971. Later he was president and chairman of the engineering firm, Arthur Tickle Engineering Works Inc. from which he only recently retired. ■

Seamen's Church Institute of NY and NJ
15 State Street
New York, N.Y. 10004
Address Correction Requested

BULK RATE
U. S. POSTAGE
PAID
New York, N. Y.
Permit No. 8036