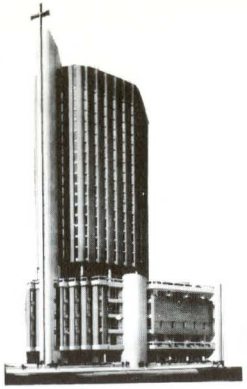
the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK

JANUARY 1978

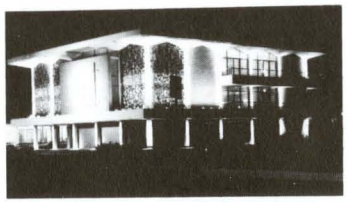
The Program of the Institute



Seamen's Church Institute
15 State Street, N.Y.C.

The Seamen's Church Institute of New York, an agency of the Episcopal Church in the Diocese of New York, is a unique organization devoted to the well-being and special interests of active merchant seamen.

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



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

First established in 1834 as a floating chapel in New York harbor, the Institute offers a wide range of recreational and educational services for the mariner, including counseling and the help of five chaplains in emergency situations.

More than 2,300 ships with over 90,000 men aboard put in at Port Newark annually, where time ashore is extremely limited.

Here in the very middle of huge, sprawling Port Newark pulsing with activity of container-shipping, SCI has provided an oasis known as the Mariners International Center which offers seamen a recreational center especially constructed, designed and operated in a special way for the very special needs of the men. An outstanding feature is a soccer field (lighted by night) for games between ship teams.

Although 60% of the overall Institute budget is met by income from seamen and the public, the cost of special services comes from endowments and contributions. Contributions are tax-deductible.

the LOOKOUT

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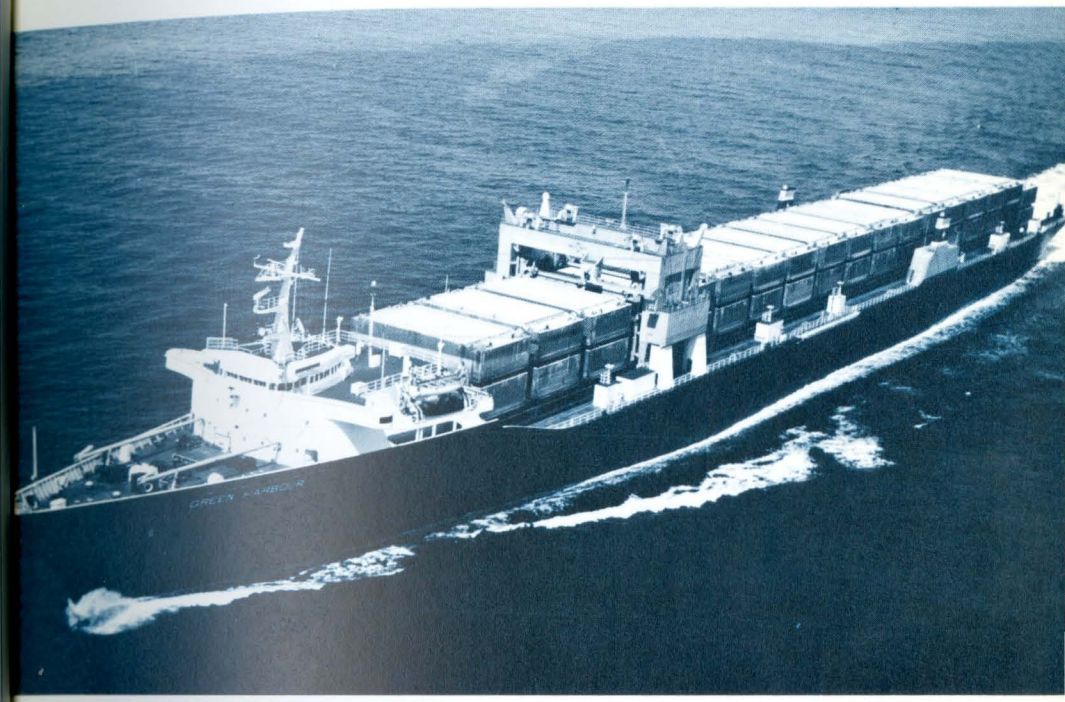
TODAY'S SHIPS



S.S. GREEN HARBOUR ... U.S. flag LASH (Lighter Aboard Ship) vessel owned and operated by Central Gulf Lines, Inc., New York, N.Y.
Principal Vessel Characteristics:

Length Overall	893'
Beam, Molded	100'
Depth at side, Molded	60'
Design Draft	40' 8½"
Deadweight at Design Draft	46,039 Long Tons
Service Speed	22 Knots
Propulsion	32,000 SHP

LASH Lighter Capacity	89 LASH Lighters
LASH Lighter Cargo Capacity	33,735 Long Tons
Shipboard Gantry Crane Capacity	510 Tons
Average Size of Crew	36 Members
Officers 11	
Crew Members 25	

Editor's Note:

During the past year, we have received a number of letters from readers wanting to know more about the types of vessels currently being manned by merchant seamen.

Therefore, starting with this issue we shall feature each month a typical vessel together with a brief summary of the history of its owner or agent.

Information was requested from a number of companies so we will feature material in the order that it was received.

TODAY'S SHIPS

Central Gulf Lines was organized in 1947 by Niels F. Johnsen and his son, Niels W. Johnsen, who is now Chairman. The company has developed the largest LASH fleet in the world to serve the United States, United Kingdom, Continental Europe, Middle East, Indian sub-continent, Southeast Asia and the Far East. Its 1400 LASH barges provide a versatile cargo system for handling unitized and palletized cargo, containers, dry bulk, bulk liquids, bales, heavy lifts and odd-sized pieces.

The line's LASH carriers load and discharge their barges at anchor, allowing the barges to be towed directly to shallow-draft berths or to the consignee's own facility.

The addition of FLASH units (large steel hulls into which 8-15 barges are floated in (or out) can be towed easily rendevous with LASH mother ships thus facilitating the rapid movement of cargo. Two self-propelled Feeder vessels, each designed to carry 18 barges and 72 containers, will soon be placed in service.

To complement its LASH service and broaden its cargo capability, the company operates RO/RO vessels (roll on/roll off) whose massive stern ramps accommodate wheeled vehicles and machinery up to 65 tons, while shipboard cranes located forward handle heavy deckload cargo.

Breakbulk carriers plus craned bulk vessels with deck mounted 15 and 25 ton cranes give great versatility in handling almost any type of cargo.

by James McMahon

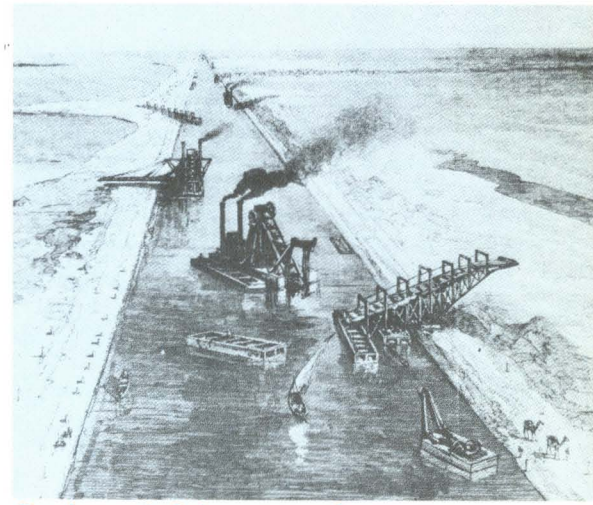
THE CANAL THAT COULDN'T BE BUILT

Modern methods and equipment assure the success of today's grand plan to size the Suez Canal for supertankers. But the man who built the canal more than a hundred years ago met the challenge of a hostile desert with forced labor and an iron will.

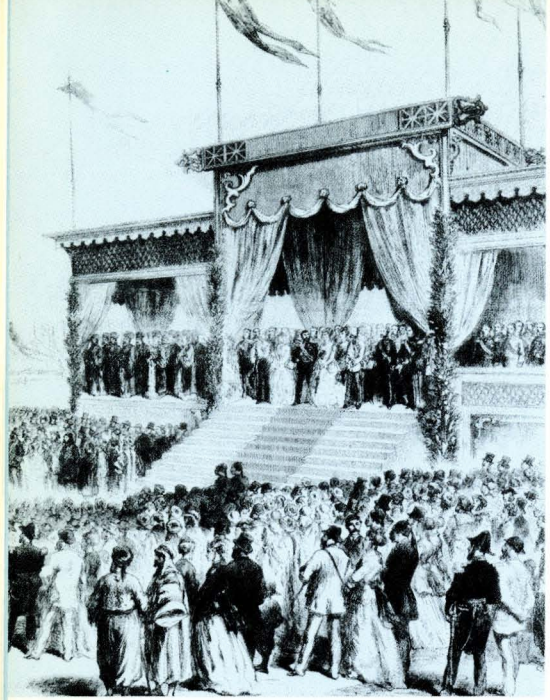
On April 25, 1859, at the site of Port Said, a defiant Ferdinand de Lesseps signaled the start of construction of the canal by driving a pick-axe deep into the desert sand — with a determination that jarred the thrones of Europe. Not since Vasco da Gama rounded the Cape 400 years before, had one man's vision so threatened commercial and political alignments.

De Lesseps' desperate action came after five years of delay and frustration. When Mohammed Said, Viceroy of Egypt, granted the concession to build the canal to "our friend, Monsieur Ferdinand de Lesseps ..." he included one troublesome provision: approval of the Turkish Sultan (Sezerain of Egypt) before work could start on the project.

Hoping for the Sultan's approval, de Lesseps pushed ahead with a whirlwind stock-selling tour of Europe. It raised little more than half the estimated 200 million francs needed for the construction of



Development of steam-powered dredging equipment came in time to help excavate canal. De Lesseps used as many as 60 dredges to the complete the project.



Six thousand guests attended opening ceremonies. "Like something out of the *Arabian Nights*," observed one reporter in describing the massive celebration at Ismailia, on Lake Timsah.

the canal. Undaunted, he prevailed upon the Viceroy to acquire the unsold shares.

Taunted the London *Globe:* "The whole business is an obvious fraud ... no one will ever collect a farthing of tolls from this impossible canal."

Meantime, enemies of the project (who saw it as detrimental to their national interests) lost no time in getting the ear of the Sultan. "Egypt will one day become separated from the Ottoman Empire," they suggested, "if you permit the construction of this physical barrier."

A nervous Sultan dispatched an order to the Viceroy: "Stop all work immediately."

Everyone believed the canal would be abandoned. Everyone but Ferdinand de Lesseps. Shrewdly he appraised the political situation. To an aid he confided, "The public support of the French Emperor will tip the scales and save the canal." To his distant cousin, the beautiful Empress Eugenie, off went an urgent appeal for an audience with Emperor Napoleon III.

The Emperor granted de Lesseps an audience on October 23. "How is it, M. de Lesseps," began the Emperor, "that so many people are against your enterprise?"

De Lesseps (at his diplomatic best) replied, "Sire, it is because they think Your Majesty will not stand by us."

Before the meeting was ended the Emperor announced "You can count upon my support and protection."

The crisis was past. The Sultan withdrew his stop order. Work moved ahead. Mohammed Said provided forced labor called for by the agreement.

To construct the harbor at Port Said (at the Mediterranean entrance) required jetties built of huge stones. Engineers located a source of stone near Alexandria. But the cost of transporting the huge boulders (some 150 miles by sea) was prohibitive. How could de Lesseps solve the problem? He'd *make* the stones. With a mixture of one-third lime, two-thirds local sand, workmen formed artificial stone blocks — each weighing 22 tons.

Commenting on the proposed method of building the harbor, the *Edinburgh Review* prophesied: "Every block, every stone will be swallowed up, and we shall not see a single one above the water." De Lesseps proved the critics wrong, as jetties rose above the water line.

More trouble lay ahead. In a 20-mile-length of the canal through Menzaleh Basin, just south of Port Said, liquid mud — known to the natives as "slob" — lay below the five foot depth of water. As fast as the exhausted workmen excavated the material and deposited it on the banks it oozed back into the bottom of the canal — all as if no work had been done.

The answer to the problem came from the natives used to working with this strange material. Turbaned laborers scooped up gobs of the gummy material with their bare hands, pressed it against their chests to squeeze out the water, then piled de-watered lumps one on top of the other to form the banks of the canal.

Except in this 20-mile-length, most of the material removed to construct the 100-mile-long canal was sand (with some rock at the southern end between Suez and the Bitter Lakes.)

By 1862 excavation crews included monthly levies of 20,000 Egyptian laborers. (At any one time: 20,000 working, 20,000 on the way to the canal, and 20,000 returning home.) This removal of 60,000 men from the agriculture of Egypt, together with growing anti-slavery sentiment, led to the abolition of forced labor in 1864. Work slowed. De Lesseps hurridly recruited free labor. Additional steam-powered dredging equipment (at this time being rapidly developed and improved) was moved onto the project).

In excavating the remainder of the canal, hand labor was used only to the extent needed to open up channels large enough to float the dredges. The dredges then moved in and completed the widening and deepening of the canal.

In 1865 work moved ahead at an accelerated pace. Sixty dredges moved a total of more than 2,000,000 cubic yards per month.

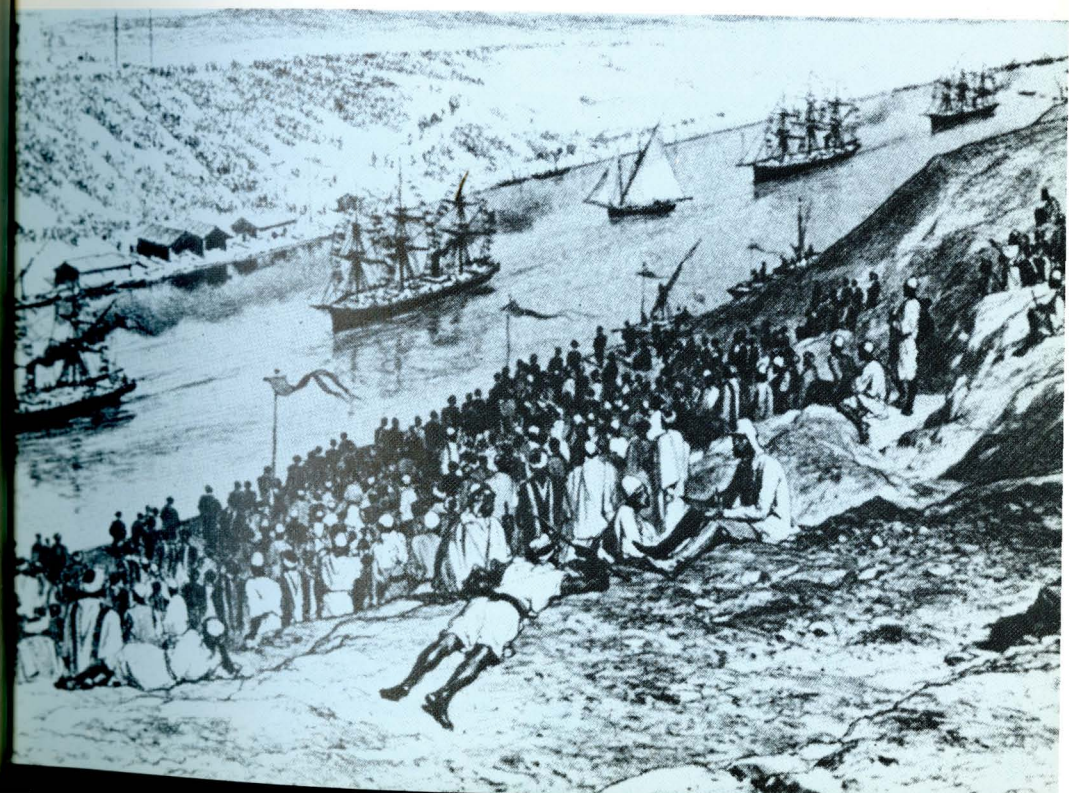
At last, in the summer of 1869, waters of the Mediterranean and the Red Sea met in the Bitter Lakes.

The minimum bottom width of the completed canal measured 72 feet; minimum depth: 26 feet. To construct the canal, men and equipment moved a total of 97 million cubic yards of material (the equivalent of 10 stories high over a square mile). Workmen moved about one-fifth of this total by hand labor. Cost of the completed project: 400 million francs — more than twice the original estimate.

November 17, 1869 was the day set for the official opening of the canal. Months

(Continued on page 8)

Forty six vessels, flying flags from all over the world, formed the historic parade of ships. In the lead: the imperial yacht, the *Aigle*, with Empress Eugenie and de Lesseps on board.



PRETTY AS A PICTURE ...

and we want you to meet her. She's Cheryl Sinclair, nearly four years old, and the daughter of seaman and Mrs. Frank Sinclair of Mallorca, Spain. The Sinclairs were staying at the Institute while on their vacation. Frank has often stayed here during his 15 years as an active seaman, and we're pleased that this time his family could be with him.

As you can see by the photo, Cheryl, was quite enamoured with her "Walt Disney" glasses and had adopted the "smart look" for wearing them. No wonder, with eyes like those.

CANAL *(Continued from page 7)*

before, the Viceroy of Egypt toured the capitals of Europe with personal invitations to heads of state. He imported from Europe 1,000 servants and 500 chefs to cater to the needs of the 6,000 guests invited to attend the ceremonies — 1,000 with all expenses paid by the Viceroy.

Arriving visitors were amazed to see anchored at Port Said more than eighty ships (including 50 men-of-war) flying flags from all over the world.

Even as opening day approached, crisis continued to plague the project. On November 2, one of the dredges working to complete the canal for the opening ceremonies, encountered a huge rock formation in the bottom of the canal — too high to permit passage of ships. Would the convoy through the canal have to be postponed? De Lesseps decided to blast. Workmen brought in explosives. "If we can't blow up the rock," de Lesseps declared, "we'll blow ourselves up." An ample charge of powder blasted the rock clear of the channel.

On the morning of November 17, at eight o'clock, the procession of ships began to enter the canal. The imperial yacht, the *Aigle,* in the lead, with the Empress Eugenie and de Lesseps on board. Next the frigate *Greif* with the Emperor of Austria, followed by two Austrian corvettes; then the Crown Prince of Prussia in the *Grille* escorted by a Prussian gunboat. Next to enter the canal was the *Walk* carrying the Prince and Princess of Holland; then the *Yachut,* a Russian corvette; and the British yacht *Psyche.* Forty-six vessels in all entered the canal at 10-minute intervals to form the historic parade of ships.

At Ismailia, on Lake Timsah, site of the evening's massive celebration, crowds lined the shore. Salvos of artillery saluted the ships.

Finally, on November 20th, at 11:30 a.m. the ships emerged from the southern end of the canal and dropped anchor in the harbor at Suez.

From all over the world congratulations poured in to de Lesseps. From a British foreign minister: "Notwithstanding obstacles of every kind ... a brilliant success has rewarded your indomitable perseverance."

Ten years had passed since a defiant Ferdinand de Lesseps drove a pick-axe deep into the desert sand.

Christmas Time for Macy's Paraders

Being a part of Macy's fabulous Thanksgiving Day Parade is an honor and adventure for any high school band or drill team. But, rehearsing and marching for miles in icy weather makes for cold fingers and robust appetites.

That's why Young Visitors, an organization which specializes in tours and educational programs for students visiting NYC, chose the Institute's cafeteria as a prime source of good, hearty fare for the three bands in their care.

In addition to the "Ben Davis" band (shown below), bands from Virginia Polytech and the Canton South High School of Canton, Ohio, also ate with us. In fact, 100 band members had Thanksgiving Dinner at the Institute after a fine performance in the Macy's Parade.

Having had the pleasure of meeting many of these fine young performers prior to the parade, Institute staff members and seamen felt like "proud parents" as we watched them "do their thing" on Thanksgiving Day. We congratulate them all for a job well done and hope to see them again in '78.

Members of the Ben Davis High School Band cue-up for lunch in the Institute's cafeteria after a morning rehearsal in preparation for Macy's annual Thanksgiving Day Parade. Over two hundred strong, this fine band from Indianapolis, Indiana has appeared in both the Rose Bowl and Orange Bowl parades, but it was their first visit to New York City and their first appearance in Macy's Parade.

pictured left to right: Father Whittemore, Chairman Daschbach, Mr. Rogers.

In spite of torrential rains and a heavy business schedule, Richard J. Daschbach, newly-appointed Chairman of the Federal Maritime Commission, still found time for an informal, late afternoon visit to the Institute this past December 5. He was interested in seeing first-hand what facilities and services are provided seamen entering the Greater Port of New York-New Jersey, and to discuss the work of the Institute with SCI director, Father James R. Whittemore.

Earlier in the day, Chairman Daschbach had spoken at a luncheon meeting of the New York Maritime Association, and he was also scheduled for an informal dinner talk before returning to Washington in the evening.

Mr. Geoffrey Rogers, Atlantic Coast District Director of the FMC joined Chairman Daschbach for the Institute briefing. Mr. Rogers is already familiar with much of the Institute's work as he currently teaches one night a week in our evening school, the Roosevelt Institute of Maritime & General Studies.

Afghans, ski caps and stuffed toys galore were just a few of the hundreds of items which made our Women's Council Christmas Boutique a shoppers' delight this past December. All the hand-knitted articles and stuffed toys were made and donated by Council volunteers throughout the nation, as were many other novelty items such as supersized glasses cases, one-of-a-kind pillows, knitting bags, etc. Volunteers also served as the shop's expert sales staff.

Net proceeds from the boutique help support the Council's annual Christmas Boxes for Seamen project which each year provides more than 9,000 Christmas gifts for seamen who will be at sea on Christmas Day.

Among the various special holiday events held at the Institute was a unique and splendid concert of Christmas music by William Craig, SCI organist and Trudy Cavallo and James Hamlin, trumpeters. Mr. Craig is the chapel organist, and each year his annual Christmas concert is a particular treat for all the seamen, staff and members of the public who attend.

Other events scheduled for Christmas week included a holiday concert of classical music with the Galliard Quintet plus Christmas Eve and Christmas Day chapel services. And of course, there was the usual excellent Christmas dinner complete with all the trimmings available for all who spent Christmas Day here at the Institute.

Editor's Note:

This is the twelfth of 16 articles in the series, "Oceans: Our Continuing Frontier." Control of the seas, Herman Kahn argues in the following article, has often determined the fate of nations. Kahn, defense analyst and Director of the Hudson Institute, proceeds to assess the impact of nuclear technology on traditional naval strategy. These articles, which explore the whole range of human involvement with the sea, were written for Courses by Newspaper, a program developed by University Extension, University of California, San Diego, and funded by a grant from the National Endowment for the Humanities.

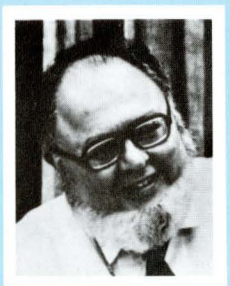
Through special permission we are offering this course to our readers in monthly installments.

The views expressed in this series are those of the authors only and do not necessarily reflect those of the University of California, the National Endowment for the Humanities, the distributing agency nor this publication.

OCEANS: OUR CONTINUING FRONT

Lecture 1

THE SEA: Defensive Barri or Invasion Path



by Herman Kahn

About the Author:

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

THE oceans of the world can play many roles in warfare. Mastery of trade routes can be used to blockade an opponent or terrorize his shipping, and water can protect one's homeland or provide a means of invading enemy territory.

The profound impact of the oceans on an individual nation can clearly be seen in the case of England. Englishmen traditionally have been aware that their rights as "Englishmen" and the existence of such English institutions as a limited parlimentary government have depended upon the protection of the British Navy rather than on a large standing army. By contrast, people who lived on the North German plain were acutely aware that they needed a strong army to fend off invaders — competent generals were more important than democratic freedoms.

The success of the British Empire in the 18th century resulted largely from her skillful commercial and military use of the sea. It was far easier for the British to move goods by sea between England and even such distant points as India than for such rivals as the French to use the primitive roads of Europe. In war, the British could strike rapidly by sea at widely separated points on the European coast, which their rivals could reach only very slowly by land. This system worked because the British were able to secure command of the sea.

MAHAN ON SEA POWER

A century later, in 1890, an American naval officer, Alfred T. Mahan, formulated a theory of sea power based upon the success of the British. Mahan believed that the proper role of a navy is to shield the passage of friendly shipping and limit enemies to furtive raids and occasional use of the nautical highway.

Although his theory stood up fairly well in the light of the First World War, the important role of the submarine had to be recognized. These new underwater forces had the enormous advantage over more conventional naval forces of offering vast disruption for a modest investment in personnel and capital. On the other hand, they were useless for protecting forces using the sea for shipping. Submarine offensives thus appealed to a land power such as Germany. The submarine and the airplane seemed to have rendered Mahan's theories obsolete.

OCEAN LIFELINES

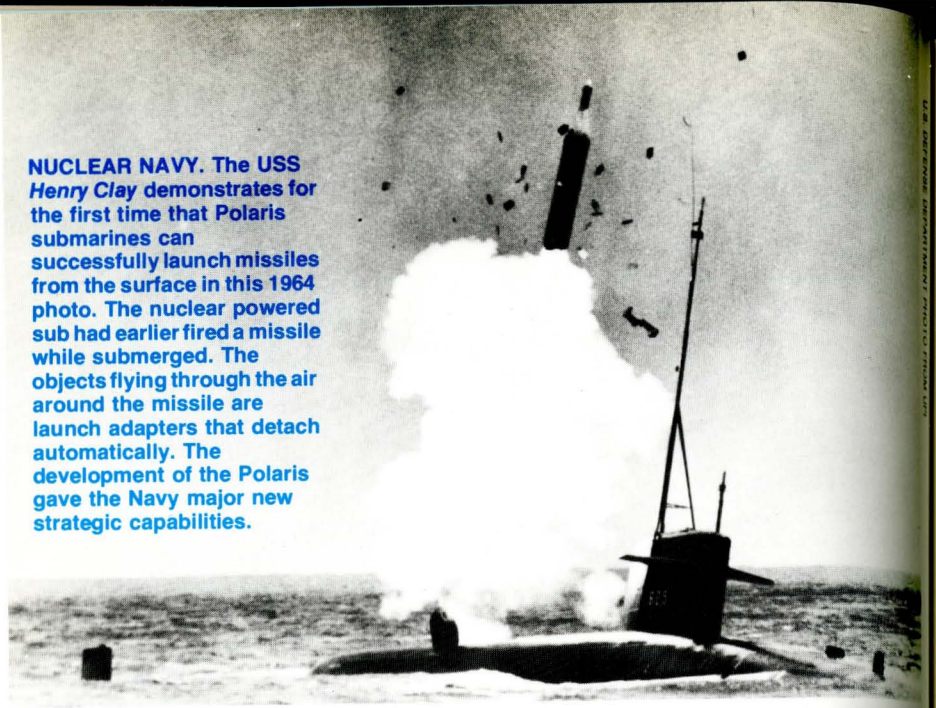
Nevertheless, the naval war in the Atlantic after 1939 was reminiscent of World War I. The Allies used their sea power to attack the coast of Europe. The Germans tried unsuccessfully to forestall Allied operations by breaking the flow of men and material across the Atlantic. It is not too much to say that the land battle in Europe could not have been fought at all had not the Allied navies secured the Atlantic lifeline.

Matters were more complex in the Pacific. There, both the American and Japanese navies were led by exponents of Mahan. In addition, the U.S. Navy had a large and effective submarine force.

Japan, an island empire, was totally dependent upon imports; indeed, it was estimated that she required six million tone of shipping (she had seven million in 1941) to carry on her war effort.

Japan's primary aim was to gain control of the resources of Southeast Asia, which had to be transported to the home islands by sea. To protect this empire, Japan seized a string of islands within which she expected her navy to exercise command of the sea. The U.S. strategy was to seize these islands, thus forcing a decisive battle in which the Japanese fleet would be broken. With its forces stretched to the limit, and with limited antisubmarine technology, the Japanese Navy was unable to prevent U.S. submarines from sinking most of Japan's merchant fleet.

At the end of the war, Japan had only one million tons left. It is impossible to say which of the two interdependent offensives — the seizure of the Empire by naval forces or the submarine war — was decisive, but certainly the Japanese were strangled by sea power. As in Europe, the bombing of metropolitan Japan was



NUCLEAR NAVY. The USS *Henry Clay* demonstrates for the first time that Polaris submarines can successfully launch missiles from the surface in this 1964 photo. The nuclear powered sub had earlier fired a missile while submerged. The objects flying through the air around the missile are launch adapters that detach automatically. The development of the Polaris gave the Navy major new strategic capabilities.

made possible by seaborne lines of supply. In fact, at the end of the war some strategic bombing was done by aircraft from U.S. carriers.

THE NUCLEAR NAVY

After World War II new technologies developed rapidly. The situation now is extremely complex.

In principle, by satellite observation one can — or will soon be able to — determine the exact location anywhere in the world of almost any kind of military vessel.

Furthermore, the extremely long range and great accuracy of missles today mean that these ships can, in principle, be destroyed by nuclear attack from land bases. Therefore, it is no longer true that a fleet at sea can only be attacked by another fleet at sea.

In addition, today's aircraft have great range, offensive power, and presumably accurate targeting information. Air power thus makes not only the water contiguous to land extremely dangerous, but the open sea as well.

On the other hand, the sea can now attack the heartland. The fleets of at least four countries now include missile-carrying submarines which seem to protect themselves by remaining effectively invisible and at the same time can threaten the heartland of an enemy.

Because the only kind of energy which moves easily through the depths of the sea is sonic energy, submarine detection has been dependent on sonar, a kind of radar using sound in place of radio waves. But sound waves in the sea are subject to erratic behaviour due to temperature gradients, schools of fish, and even differences in saltiness. Hence any attempt to find submarines on a large scale requires a subtle understanding of the structure of the sea — perhaps combined with some radically new means of detection.

Should either superpower achieve a means of finding the other's missile submarines with certainty, it might — at least in theory — attack them and thus be able to carry out a first strike. (The missiles on land are at known locations.) As far as known, this cannot be done, at least in a short war.

These invulnerable submarine fleets have missiles which can, at least in principle, penetrate the heartland of the enemy and attack it directly without worrying about landing troops at beachheads or supplying an existing logistic network. Therefore, in a modern strategic war the distinction between the fleet-in-being, the coast, and the heartland are curiously smudged and in some cases even obliterated.

LIMITED WAR

But it would be premature to assume that even these technological wonders have completely outmoded the classical principles of naval warfare, particularly those of Mahan. If any thing is characteristic of the late 20th century, it is "limited war."

One can easily imagine a "war at sea" today in which both sides used different kinds of weapons (which may or may not include nuclear weapons) more or less freely, but severely restricted the interaction of the naval war with the land forces, where certain kinds of military operations were pursued very aggressively and others were not. Under these circumstances many of the old principles (including convoys and the use of the oceans to move large amounts of men and materials) may come back, if only temporarily.

Exactly to what degree and under what circumstances such seemingly logical but, under some circumstances, quite realistic limits might hold would require much too lengthy a discussion.

Such possibilities are, in my view, substantially larger than much naive if reasonable-sounding discussion would indicate. On the other hand we need to know more about these possibilities before we can reach any conclusions.

NEXT ISSUE: Dr. Kahn considers the role of merchant shipping as the economic lifeline of today's world in his discussion of "The Sea: Connector or Barrier?"

Year's End

Year's end like Gravesend
Stands a-beacon, watching
as we pass before, beyond,
Signals sea and ship alike
with the same silent light
and fog-bound bell.
Mariners all, we praise the passing point,
Count our blessings,
Check our course,
And swing the wheel around.

Warren C. Norwood

Seamen's Church Institute of N.Y.
15 State Street
New York N.Y. 10004

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AT NEW YORK, N. Y.

A Recipe for New Year's Punch

Take Yourself.

Peel off all layers of egotism and self-pity.

Cut out all seeds of unkind thoughts and unhappy emotions.

Remove all prejudices and worries.

To this, add:

One firm belief that Life's worth living, mixed well with one practical ideal that you are Somebody.

Season with a sense of humor and optimism.

Sweeten with love.

Then add one strong determination to live at your highest every hour of the day, come what may.

Let effervesce for three hundred and sixty-five days.

Garnish with smiles and pleasant words.

Serve with gentleness and courage.

Note the effect.