

The LOOKOUT

SPRING 1985

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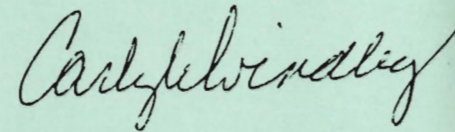
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Editor's Note:

Well, we made it. On Friday evening March 1, the trucks began to roll and by midnight, our new SCI headquarters and training facility was filled with boxes and crates. Over the weekend, the entire staff, with the help of the movers, unpacked, stored and stacked so that on Monday, March 4 we were operational if not completely finished.

That work continues and every day we are one step nearer completion. We'll show you photographs in the next issue. In the meantime our new address is

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Carlyle Windley
Editor

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Ships That Come Apart

Seamen for centuries have been conditioned to believe that the hull of a vessel must remain solid and intact, preserving what the Navy's damage-control experts refer to as "watertight integrity." Yet, today dozens of seamen are safely employed on vessels whose hull literally comes apart a number of times each day, opening the cargo hold to the sea below and allowing saltwater to surge about inside.

These unusual ships are called split-hull hopper dredges and have become the standard for the growing fleet of privately owned self-propelled dredges.

The first split-hull seagoing dredge was put into service by an American firm in 1977 in anticipation of Congressional action to end a virtual monopoly over this form of dredging held by the US Army Corps of Engineers. This calculated risk proved worthwhile when, in 1978 Congress directed the Corps of Engineers to turn over the bulk of its dredging activity to the infant private hopper dredging industry.

Because the Corps of Engineers had no new and modern dredges to serve as models, the new private industry, in looking for guidance in choosing equipment, turned to European dredging firms which had recently built new dredges. Prominent among the new ships was a group of split-hull dredges, and it was this design that the American dredging firms chose for almost all their new vessels. Today there are nine split-hull dredges and only two conventional-hull dredges in the private fleet; in the meantime, the Army's fleet of conventional-hull dredges has shrunk from 15 to four vessels since the new legislation went into effect.

A split-hull dredge is formed of two longitudinal hull sections containing buoyant tanks, hinged together with a pin and bushing mounting, fore and aft, at the deck level. In its closed position the two sections fit together snugly, forming an open hopper into which the



With her hull open to the sea, the Atchafalaya, smallest of the split-hull dredges, is shown here as she appears while dumping. The single dragarm is shown cradled beneath its davits on the starboard side of the hopper on the main deck.

material dredged up by the suction pipe, the "dragarm," is deposited. When the ship is ready to dump its load, hydraulic rams at each end of the vessel push the two sections apart at the bottom, and the dredged material gravitates out, aided by seawater sloshing through the open hull. The vessel maintains a slow speed. After dumping, the hull is closed, and the vessel is ready to return to the dredging site.

In order to accommodate the periodic changes in the plane of the main deck, the superstructure of these vessels is mounted on a series of pins, gimbals, and rollers. As the hull opens fully the two sections of main deck create an angle of about 130 degrees rather than the normal 180 degrees, necessitating the movement of the rollers under the deckhouse upward and outward. To allow for this movement it is necessary that all fittings of pipe, wiring, or tubing be mounted flexibly and with considerable slack.

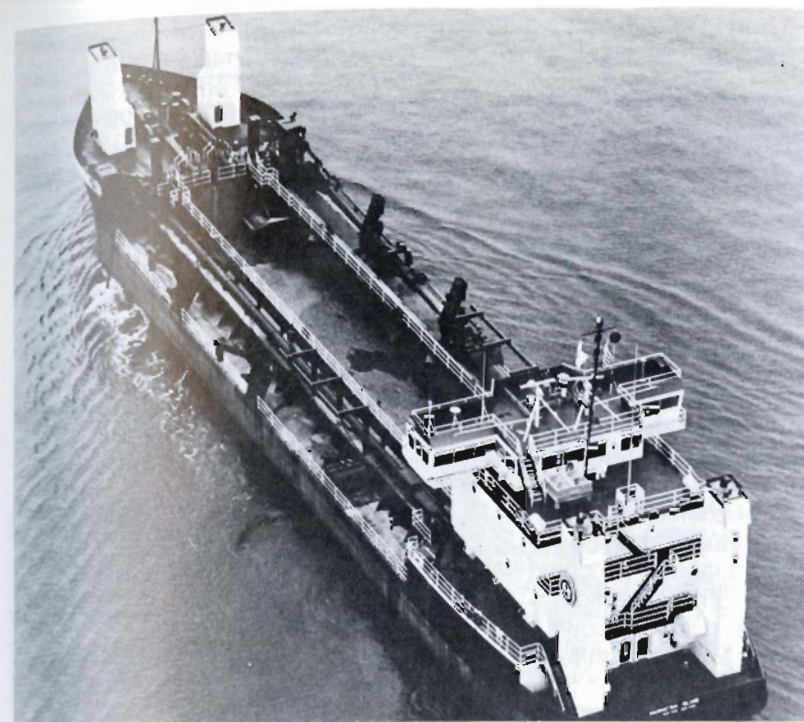
The advantage of the split-hull dredge over the conventional dredge lies in quicker and more trouble-free dumping. The conventional dredge dumps its load through a series of doors in the bottom of the hull; there can be as many as twelve or sixteen of these doors, each requiring its own

hydraulic system and controls for opening and closing. Split-hull dredges can dump quickly and cleanly, using only the single hydraulic system for the main hull ram.

Split-hull dredges vary in length from 197 feet to 340 feet, and in gross tonnage from about 800 to 5,700 tons. Although they are certificated primarily as coastwise vessels, they are indeed seagoing ships; not only do they frequently dump their loads well out to sea, but they proceed from port to port along the same ocean routes as other merchant ships.

Dredges normally can fill their hoppers and be ready for a trip to a deepwater dumpsite within an hour's time, so the cycle of dredging and dumping ordinarily occurs about eight to twelve times per day, depending on the distance to the dump. Dumping is initiated from the bridge by the crew or watch, with either the drag-tender or mate pushing a button to activate the hydraulic rams. Response is instantaneous; the sand or mud in the hopper immediately starts falling through the open bottom, producing a shudder or lurch throughout the vessel. In two minutes the hull can be back together, ready for the next load. By contrast, dredges with bottom doors generally open their doors in sets rather than all at once, resulting in a somewhat slower and less noticeable dumping of the material.

During the dumping operation life goes on as usual aboard the split-hull dredge. The off-duty watch learns to sleep through the jolt of the dumping and to ignore any of the groaning of the superstructure as it moves on its undercarriage—a sound that can be quite noticeable, particularly if the grease fittings are not thoroughly lubricated. The on-duty watch similarly learns to adjust its routine to the inclined decks and open hull. It is important for the crew to anticipate the movement of the hull by not leaving equipment on deck that might be crushed as the outer edges of the two hull sections draw closer together.



The first of the split-hull dredges and the prototype for three sister ships, the Yanhattan Island appears to be dredging with her port dragarm while her starboard dragarm is still cradled on deck. The hopper, enclosed by the light-colored railing, is relatively empty; when it is full the main deck will be virtually awash.

Crew members also need to remember that the ladders near the centerline on the deck house may not reach the main deck with the hull open, momentarily stranding on the main deck any seaman who might want to go up to the crew quarters or the bridge.

The merchant marine crews on these dredges are small, ranging from twelve or fourteen crew members on the smaller dredges to about twenty on the largest. Most ships use only two watches, rotating on a six-hour-on and six-hour-off schedule. This routine has both advantages and disadvantages. The greatest drawback from the standpoint of the crew is the lack of an extended period for off-watch sleep, so it becomes necessary to learn to sleep in two shorter segments.

A six-hour watch on the bridge is a long tour of duty, but the time normally passes quickly because of the high level of activity—usually several dredging cycles—during the watch. However, it is also fatiguing because dredging is an intense activity, requiring a high degree of concentration on the part of both the drag-tender, who is intent on keeping the production from the dragarms at maximum rate, and the mate, who is concentrating on guiding the vessel in and out of the channel to dredge the

assigned locations and to dump at the prescribed spot.

Although the six-hour watch may be fatiguing, the alternative of having more off-duty time might be boring for crew members, inasmuch as there is very little room on split-hull dredges for some of the amenities of crew comfort that are common on larger ships. The dredging companies have responded to this problem by rotating crews home on a regular basis every two or four weeks for a period of leave equal to that of the work tour.

On balance, the crews of seagoing dredges may be better off than their counterparts on more conventional ships of the merchant marine. The work is fairly steady in that there is always another harbor that needs deepening. The sights and sounds around entrance channels make it more interesting than long ocean passages, and finally, it rewards the seafarer well by providing a good home life, as well as a good salary.

Often, a dredge must defer to a larger vessel by moving to the edge of the channel to allow the deep-draft vessel to use the mid-channel. The crew members on the large ship looking over the rail at the curious little ship hugging the edge of the channel may wonder what it is. But the dredge

About the Author: Although Mr. Grover has spent most of his life as a college professor and administrator, he has also maintained his second mate's license through summer sailings and naval reserve duty. A World War II graduate of the US Merchant Marine Academy and, later, the University of Oregon, Dr. Grover has recently retired as a higher education specialist for the state of California. Since then, he has divided his time between sailing on hopper dredges and writing. In addition to articles on various maritime subjects, he has also written two books on Western Americana.



crew is probably too busy, dodging a buoy, to be equally curious about the larger ship. Indeed, the seamen on the dredge might even feel a bit smug knowing that the passing of the large ship, regardless of where it has been or where it is bound, was made possible by the fact that their own ship could come apart so readily and so often.

David H. Grover

Just a few weeks before the Seamen's Church Institute moved from 15 State Street to its new, temporary headquarters at 50 Broadway, Institute Director Fr. James R. Whittemore talked with The Lookout about SCI's immediate plans in its new home.

"In essence the move frees us from the necessity of maintaining a lodging facility that no longer met the needs of the seafarers coming into our port. With the exception of overnight accommodations and food service, we are continuing all of our programs and we will help seafarers with referrals on places to stay, if they need it." Fr. Whittemore continued, "activities in our three divisions—Seafarers' Services, SCI Maritime Training and the Center for Seafarers' Rights—grew significantly in 1984 and we are now able to focus more of our resources in these areas. Of course, special programs like Christmas-at-Sea will also continue and we are planning to renovate and expand our Seafarers' Center at Port Newark/Elizabeth, N.J."

Fr. Whittemore acknowledges that during this interim period it will be important for the Institute to maintain a high profile. "Although we no longer have the most visible symbol of our work, our 15 State Street building, we will be developing new, highly visible and useful symbols via our program activities. They will clearly confirm that we are alive and well.

"In addition, we are actively searching for a permanent building in Manhattan that will assure our constituency and the general public of the Institute's continuing presence as the world's leading voluntary agency for seafarers. I hope we can settle on a location and make an announcement soon."

The Institute is also considering the purchase of a launch to expand the scope of its Seafarers' Services



Eric Larsson Division. "Ship visiting is the heart of our work," Fr. Whittemore declared, "and I am happy to say that the level of activity in that area was very high in 1984, over 6,000 vessels. But there is much more to be done, particularly in



Jim Lafferty

regard to the numerous ships that regularly anchor in Upper New York Bay. Some stay briefly, but others are there for a considerable length of time and their crews don't have the opportunity to come ashore. As things are now, we can't reach these seafarers, but with a launch we could go directly to them." Fr. Whittemore also pointed out that a launch could serve a dual purpose. "A launch fully equipped with state-of-the-art navigational aids would be put to good use by the Maritime Training Division in its course work, as well."

Maritime training plays an important role in the Institute's future plans. "Over the years, the Institute has come to be recognized as a leader in radar training, firefighting and the broader subject area of safety-at-sea. To upgrade our program, the Board of Managers has authorized the purchase of a new radar simulator. We hope to have a decision on this shortly, so that with the lead-time required for constructing the simulator, it can be ready for installation in our new home.

"In the meantime, we have greatly expanded our training center at 50 Broadway including the installation of two ship bridges. This allows us to simulate a variety of scenarios needed for advanced radar and ARPA training as well as bridge team and voyage planning."

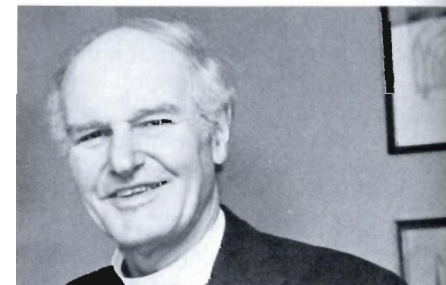
With the designation of the Center for Seafarers' Rights as a full division of the Institute in 1984, recognition was given to this troubling aspect of the maritime industry. In speaking of the Center, Fr. Whittemore believes that in a sense the Institute's history and current activities have come full circle.

"We originally got into the business of housing seafarers in response to the exploitation they were suffering at the hands of the crimps and boardinghouse operators in the late 19th and early 20th centuries. Now, the exploitation of seafarers takes a different form—not housing ashore, but conditions aboard certain ships.

Because of our concern for the well-being and dignity of seafarers worldwide, we established the Division of Seafarers' Rights. Now, by moving out of the housing business and concentrating our efforts into programs like the Center, we are once again able to focus our concern where today's seafarers need it the most. So, as we did under Dr. Archibald Mansfield's leadership many years ago, we are changing our physical surroundings in order to better fulfill our mission of service to seafarers."

MARITIME TRAINING

The move to new facilities at 50 Broadway comes at a time of change and growth in SCI's Maritime Training division. With Frank Huntington reassuming his responsibilities as Deputy Director of the Institute after serving as head of maritime training, George J. Munkenbeck, Jr., Director of Curriculum, and Eric Larsson, Director of Operations, have been named co-directors of the division.



The Rev. James R. Whittemore

The Institute is also moving ahead with plans to acquire a new state-of-the-art radar simulator—a major purchase that will enhance the facilities at what is already the nation's largest radar training school.

"Recently we have seen a shift in attitude regarding training programs, and companies are now taking the initiatives on decisions affecting training," said Mr. Huntington.

Mr. Munkenbeck noted that the increasing sophistication of shipboard technology has prompted the change. "Companies are not just interested in recruiting the experienced officers, but ones who have the advanced skill-training necessary to make the optimum use of all equipment aboard ships."

The needed skills are taught in SCI classes in basic radar, decision

making using ARPA (Automatic Radar Plotting Aid) equipment and bridge team training. "The key factor in all of this training is having the chance to apply one's knowledge under conditions that simulate those you experience at sea," said Mr. Larsson. Students get the hands-on training they need at the Institute's teaching facility, which features a new fully functioning radar laboratory with two simulated ship's bridges and five separate teaching stations as well as specially designed classrooms, a student study area, and reference library.



Paul Chapman



George Munkenbeck, Jr.

The facilities will be further improved with the purchase of the new radar simulator. It will take some 12 to 16 months to build and will be customized designed to meet the Institute's training needs.

Training seafarers how to fight fires is another area in which the maritime division is making a major impact. "We have adapted our basic fire fighting course so that it can be taught in one of three versions and thus suit the needs of a wider group of companies," Mr. Munkenbeck explained. The course is available in a five-day format that includes two days of actual fire fighting practice at the Nassau County Fire Service Academy in Bethpage; a four-day version includes one day of fire fighting practice at a facility in Earle, New Jersey, and a six-day course can be given on board ship during which the vessel's available fire fighting equipment can be utilized and evaluated. A day's fire fighting on shore is also included.

"We are looking forward to expanding our fire fighting program," Mr. Munkenbeck continued, "particularly in the areas of fighting fires aboard passenger ships and introducing shore-based fire fighters to

the complexities of handling fires aboard ships. Local fire units can become involved in shipboard fires that occur when ships are docked in terminals."

While moving ahead in these areas, training also continues for seafarers seeking to up-grade their licenses as deck or engine officers, and the special tanker safety course introduced in 1982 is available on a regular basis. In total, the Maritime Training Division provides a full and varied program that is responsive to the changing needs of seafarers and the maritime industry.

CENTER FOR SEAFARERS' RIGHTS

As long as they are near a telephone and typewriter, Dr. Paul Chapman and attorney Jim Lafferty, the Director and Assistant Director of the Center for Seafarers' Rights, are in business, so the move to 50 Broadway did not bring much in the way of change to their work, indeed, the momentum built in the past year continues.

"We average about one crisis a day," said Dr. Chapman in a recent interview. "Of course there are countless others that we probably don't hear about." One recent example was a ship destroyed by fire while in port in Trinidad that was about to let go of its crew with some \$20-25,000 in back wages still owed to the 24 crew members. "We got a call about the situation from Chaplain Duncan Harris, who is part of the Anglican Missions to Seamen and lives in Port of Spain. In this case we acted in an advisory capacity to Mr. Harris, providing him with information about the ship's owner, suggesting some actions to take so the seamen would get paid before they were sent out of Trinidad and returned to their homes. Through Mr. Harris' efforts, they did recover wages owed."

Dr. Chapman recently addressed a conference of the Missions to Seamen held in London. "The port chaplains—and this organization has chaplains in 90 ports—are willing to help, but many don't know specifics about what they can and should be doing. I was asked to address the group by the Missions staff in an attempt to get the church and its chaplains more involved in the issue of seafarers' rights." In April, Dr. Chapman and Mr. Lafferty will attend the meeting of the International Christian Maritime Association in Manila, where they plan to take

initiatives on behalf of Asian seafarers—who comprise two-thirds of today's world's seafaring population.

Closer to home, Jim Lafferty is pursuing the establishment of a Legal Aid Clinic for Seafarers to operate under the auspices of the Center. "In the late 1800's the Institute gave legal representation to seamen and we are looking to establishing its modern-day equivalent," he said. The clinic would give an added dimension to services already offered by the Center.

"Seafarers have special problems in getting legal counsel," Mr. Lafferty explained. "Very often their cases involve the interplay of laws of different countries. Many of the seafarers are not Americans and therefore not eligible for service by the American legal aid community and the cases often don't involve enough money to enable the seafarers to engage private attorneys.



Francis C. Huntington

"The Seafarers' Legal Aid Clinic, as we would call it, would be able to specialize in maritime cases and become proficient enough with the law to handle complex and simple cases for individuals or in class actions. In addition, the Clinic could serve in an advisory capacity with the Center's legislative and legal committee," Mr. Lafferty continued.

While the Clinic would not become involved in cases that could be handled by private attorneys, it would fill the void that now exists in legal protection available to seafarers that come to ports in the US.

"We are ready to move ahead with this project as soon as we secure sufficient funding, hopefully by May 1," Mr. Lafferty said. "It is an exciting prospect that would help a vast number of seafarers who find little justice in the many instances where their basic human dignity is compromised by the living and working conditions aboard many vessels."

In the meantime, the resources at hand to aid seafarers in trouble remain only a telephone call away.

WELCOME ABOARD

To top-off the Institute's year of anniversary celebrations, the Board of Managers of the Institute and friends gathered aboard the *USS Intrepid* for a festive, nautical evening. Following cocktails in the exhibition hall of the legendary vessel (now an air, sea, and space museum), guests proceeded to the reception area in the aft section of the giant hangar deck for dinner, entertainment and dancing to the music of Vince Giordano and the Nighthawks.

Proceeds from the evening benefited the Institute's seafarers' services programs which last year provided direct services to more than 200,000 seafarers of all nations.



Mrs. John Roosevelt, Mrs. Macomber,
Mr. Jonathan J. Bush, Mr. John C. Jansing.



Mr. & Mrs. Seth B. French, Jr.



The Hon. & Mrs. Anthony D. Marshall.



Dinner Chairmen, Mr. & Mrs. John D. Mac...

Waterspouts Are Real!

Why are waterspouts so morbidly fascinating? Is it their pronounced reptilian character? Is it the apparent mystery that

surrounds their impromptu comings and goings? Or is it the plethora of legends and superstitions that have accompanied them since antiquity?

As early as the 1st century, B.C., the Roman philosopher and poet Lucretius wrote:

It happens at times that a kind of column let down from the sky into the sea, around which the waters boil, stirred up by the heavy blast of the winds; and if any ships are caught in that tumult they are tossed about and come into great peril.

A century later, Pliny the Elder, the Roman naturalist, described a similar phenomenon as "a cloud which draweth water to it, as it were into a long pipe."

Dr. Joseph H. Golden, national

authority on waterspouts and tornadoes, defines the waterspout as "a funnel which contains an intense vortex, sometimes destructive, of small horizontal extent and which occurs over a body of water."

Waterspouts can and do occur virtually anywhere in the world—from tropical doldrums to ice-chilled arctic waters—on vast waters, coastal bays, rivers—even quiet mountain lakes.

In the United States, waterspouts are classified either as *tornadic* (storm) or *fair-weather* spouts, depending on their formative processes. *Tornadic* spouts are often bona fide land tornadoes that literally go to sea or cross sizeable inland bodies of water. Often dangerous, they drop from thunderstorms, squall lines, or the leading edges of advancing cold fronts. They closely resemble the deadly "Texas Twisters," complete with sinister dark funnels and enormous, turbulent "parent clouds." When fully developed, *tornadic* spouts are quite

large and capable of considerable destruction.

The second and more common type of waterspout is the *fair-weather* spout. Unlike its more violent cousin, this type is born solely over water, develops at sea level—and *climbs skyward*—much like the old Indian rope trick. Spouts of this type are usually small, of short duration, and virtually harmless—being more curious than spectacular.

Tornadic spouts generally occur in middle latitudes and often develop off the lee shores of large land masses such as the east coasts of North America, Asia, and Australia where cold continental air sweeps out over warmer ocean waters.

Fair-weather spouts usually favor the equatorial regions: that broad, variable band of doldrums with its fitful winds and sudden squalls straddling the equator, where humid super-heated air constantly circulates convectionally with cooler air overhead. During the transition seasons of spring and fall, *fair-weather* spouts occur even at high

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Family of water-spouts in Bahamian waters. [Courtesy of NOAA]



Mature waterspout one mile south of Key West, Florida. [Courtesy of Dr. Joseph H. Golden]

latitudes under certain conditions.

Waterspouts—*tornadic* and *fair-weather* alike—are quasi-seasonal at best, visiting the temperate latitudes usually between May and October, while favoring the deep tropics from October through March. However, numerous exceptions occur regularly throughout the year, regardless of locale.

On a daily basis, waterspouts favor the early morning, midday, and late afternoon hours. However, nocturnal spouts are not unknown and can be particularly dangerous to the unsuspecting mariner and landsman, owing to their relative invisibility.

In the northern hemisphere, *tornadic* waterspouts rotate cyclonically (counter-clockwise) with velocities up to 130 mph. Willis B. Hurd, formerly of the U.S. Weather Bureau, tells of a vigorous spout whose whirling winds bored clear through its overhanging parent cloud to the clear blue sky above.

Fair-weather spouts rotate in either direction, depending on the nature of the formative convective currents and generally attain lower rotative speeds due to their inherently less violent nature. They also travel faster over the

given distance than their heavier *tornadic* cousins, often reaching speeds in excess of 30 mph. *Tornadic* spouts, on the other hand, are much slower and often churn along ponderously at less than 5 mph.

Tornadic spouts "live" longer than their fair-weather counterparts, lasting an average of 15-30 minutes with rare cases lasting even longer. *Fair-weather* spouts usually last up to 15 minutes before dissipating.

Families of prancing waterspouts are often seen in Bahamian waters. One large parent cloud once spawned 30 waterspouts—some of them insipient—in a matter of minutes. On another occasion, 15 spouts were seen *simultaneously!*

Waterspouts treat their onlookers to various sensory manifestations—the most obvious being visual. Various colorations have been observed, from pure white through dirty gray to blue-black with a tinge of green and jet black. Closeup viewers also experience a wide spectrum of auditory effects including sighings, hissings, and roarings along with crashings, hummings, and grindings. In a harrowing close call, one terrified

boatsman, afloat in the Gulf of Finland, narrowly missed being run down by a charging spout that pelted him with cherry-sized raindrops and left behind a pungent odor of sulphur and saltpeter.

Tall slender spouts usually form in relatively dry air where elevated clouds and high windshift levels prevail, while short, stocky spouts are fostered by comparatively high humidity, low-lying clouds, and strong convectional currents.

The longest recorded waterspout occurred off Eden, Australia on May 16, 1898. Pilot Newton described it as being "straight as a shaft" and "thirty times as high as a clipper ship." Theodolite measurements verified its actual height at 5014'—nearly a full mile above sea level—and its central funnel diameter a mere 10'.

In sharp contrast, abnormally short and thick spouts also appear from time to time. On November 14, 1914, a grotesque display 100' high and 700' wide occurred off Blunt's Reef, California while on July 16, 1915, the British steamer *Gordon Castle* encountered a stocky fellow 50' high and 100' wide.

Frank W. Lane believes that

observers reporting these "sawed-off spouts" saw only the foaming cascade in that the funnel cloud was probably invisible, either due to insufficient condensation or low-lying clouds that obscured the upper part of the spout.

Since the dawn of recorded history the appearance of waterspouts has evoked a multitude of legends and superstitions that have contributed much to the romance of the sea. Sailors considered waterspouts to be a "very dragon." According to Purchas, 16th century mariners would "take new swords and beat one against the other in a cross upon the prow" hoping to forestall an approaching spout.

Common practices of early mariners included attempts to break up waterspouts with gunfire. English buccaneer William Dampier cited the erroneous 17th century belief that a well-placed shot would give the spout "air or vent, that so it may break."

Other picturesque means were also employed to "scare away" spouts. Some sprinkled them with vinegar, others beat drums and gongs, while still others stamped the deck and shouted—but to no avail.

Clearly the most spectacular by-products attributed to passing waterspouts are the periodic and thoroughly authenticated accounts of *frutta del mare* or "fruit of the sea" falling from the sky. Live and dead fish up to 7" long have landed on numerous coastal locales around the world. "Rains" of worms, frogs, lizards, tadpoles—even turtles, rats, and

periwinkles—have been documented and recorded by reliable witnesses. All these were doubtless the result of nearby waterspouts—some of which came ashore and swept through low-lying marshlands and swamps.

Occasionally, an alarming "rain of blood" falls from the sky. Invariably the cause is a passing waterspout or tornado churning up a nearby stretch of red mud or clay, sweeping countless particles into the clouds that, mixing with condensing water droplets, returns to earth as "rain of blood." Without exception, all such "rains," animate and inanimate, are accompanied by torrential, convectional downpours usually following the dissipation of a waterspout.

Just how dangerous are waterspouts to life and property? Despite their fearsome attributes, waterspouts have inflicted rather sporadic though spectacular damage on man and his world through the ages.

Before the 20th century, sailing ships bore the brunt of a waterspout's fury. On May 4, 1761, a large *tornadic* spout struck Charleston harbor before plowing into an off-shore squadron of ships "sinking five and dismasting several more." Steamships fare better in bouts with attacking waterspouts, due largely to their greater mobility, especially in becalmed weather.

The greatest volume of contemporary maritime damage is sustained by small craft—sail and powered alike. With warm waters heavily frequented by pleasure craft and spouts alike, the

results are inevitable. South Florida coastal waters are frequently the scene of both near misses and actual encounters between spouts and small craft.

On June 7, 1968, an unusually large *tornadic* spout ripsawed through Miami's Dinner Key Marina, causing heavy damage to scores of small craft helplessly at anchor or moored at dockside. One 5-ton 35' houseboat was lifted six to ten feet in the air, transported 100' away and impaled on an eight foot piling—a total wreck!

Waterspouts have been prevalent since the earth's formative days. Yet, due to their marine environment, transient nature, and fickle appearances, surprisingly little is known about them.

In recent years Dr. Joseph H. Golden, a research meteorologist, has conducted full-scale scientific studies that uncovered many secrets hitherto guarded by these ethereal visitors. In his own words:

If we are successful, light may be shed on the tornado, dust devils and hurricanes—as well as waterspouts—and the convection that spawns them.

Willis B. Hurd, formerly of the US Weather Bureau, sums up the waterspout's fascinating and unique mystique—truly typical of the sea itself:

All in all, the waterspout . . . is a most singular, erratic, curiously behaved, and at times dangerous and awesome creature of the sea.

Michael J. Mooney

Classic study of intense *tornadic* waterspout seen from the air during a weather recon mission over the Adriatic Sea in NOV 1944. Height of spout was about 2000' from sea to cloud base. Funnel diameter was estimated at 200'. Spout path on the sea surface was about 500'. [Courtesy of U.S.A.F.]

Port Authority Seeking Revival of Commercial Fishing in New York Harbor

A generation ago commercial fishing was an important part of New York's port activity. As costs escalated, the fleet fishermen began to move away until recently only one boat regularly landed fish in New York Harbor—a lobster boat in Brooklyn's Mill Basin. The famous Fulton Fish Market receives its "catch" from trucks and rail cars coming in from points along the East Coast and elsewhere. But with the launching of Fishport, the Port Authority of New York and New Jersey is trying to reverse the trend and bring commercial fishing back to New York Harbor.

Fishport is a \$24 million project designed to rehabilitate and convert the abandoned Erie Basin Marine Terminal, part of Gowanus Bay, Brooklyn, into 180,000 square feet of modern facilities for the handling, processing and distribution of fish. Construction began in January and two leases for space in the Port Authority Fishport have already been signed.

In addition to the up-to-date facilities, the Port Authority seeks to lure fishing fleets back with the potential Fishport offers for selling local fish resources in the country's largest fish-consuming market. Butterfish, whiting, squid and scup are just four of the varieties of fish that are plentiful in local waters but have not enjoyed the consumer popularity of cod, haddock and flounder, which are primarily caught off of New England and Canada. As part of the Fishport program, the Port Authority plans to encourage the marketing of locally available fish both in the metropolitan area and as a foreign export. Efforts are also underway to begin a trout farm at Fishport to further diversify the facility.

With the potential of regional fish sales of \$130 million a year and a total of 1,400 jobs in direct and ancillary activities, Fishport promises to be one of the Port Authority's most economically important initiatives for the marine industry over the next few years. □

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Does The *Eagle* Sail Your Way?

To begin its 1985 summer training cruise, the United States Coast Guard Academy barque *Eagle* will depart her homeport of New London, Connecticut May 6.

Eagle's first port of call will be Cape Canaveral, Florida. She will be sailed there by Coast Guard Officer Candidates from Yorktown, Virginia arriving May 21.

At the end of the academic year on May 23, New London academy cadets will board *Eagle* to begin their summer training. Ports of call will include: Mobile, Alabama, May 31—June 3; Jacksonville, Florida June 13-16; Norfolk, Virginia June 23-27; Boston, Massachusetts July 4-7; and St. Pierre Et Miquelon July 16-19. *Eagle's* long cruise will end July 26 when she returns to New London until July 29 when newly arrived fourth class cadets get their first acquaintance of life onboard the barque. Ports of call will include New Bedford, Massachusetts August 3-5 and Gloucester, Massachusetts August 10-12. *Eagle* will return to New London August 17, completing her summer training cruise.

A three masted square rigger that spans 295-feet in length, *Eagle* was taken as war reparation in 1946. Originally a training ship for the German Navy, a Coast Guard crew sailed the barque to New London where she was commissioned the US Coast Guard cutter *Eagle*.

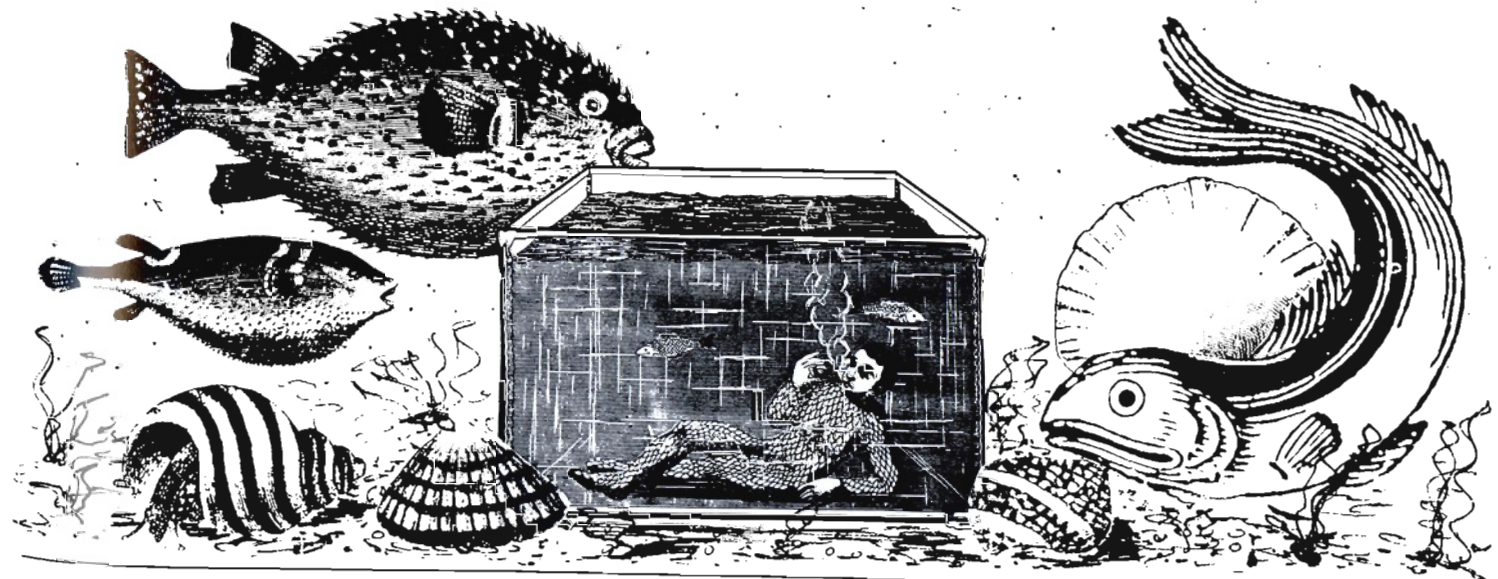
Although modern technology has progressed greatly over the years, *Eagle* is still maneuvered by the traditional sailing techniques used by her first crew. Cadets handle more than 20,000 square feet of sail and over 20 miles of running rigging. In major ship maneuvers, they must coordinate over 200 lines in addition to being able to name and tell the function of each.

The *Eagle* is commanded by captain Ernest M. Cummings of Westerly, Rhode Island. She sails with a complement of 12 officers, 40 enlisted and 150 cadets. □

MARINE TRIVIA

With the pursuit of things trivial still sweeping the country, it should come as no surprise that the mania has hit the maritime world. Bryan Henry, a 20-year-old student at Isothermal Community College in Spindale, North Carolina, has been writing down or committing to memory bits of trivia since he was 11 years old and he has compiled the following list of here-to-fore little known facts about things nautical.

- The largest iceberg on record covered an area of 12,000 square miles.
- Kentucky has more man-made shoreline than any other state.
- A total of 3,170 billion gallons of water—about eight times the average daily flow of the Mississippi River—is funneled daily through the nation's water pipes, turbines and irrigation systems to meet the needs of homes, factories, farms and power plants.
- Lost Sea in Tennessee is the largest underground lake in the United States.
- There are 26,000 islands in the United States ranging from ten acres or more.
- There are 74 rivers in the United States that have a length of 350 miles or more.
- Europe's largest river, the Volga, never reaches the ocean. It empties into the landlocked Caspian Sea, which is the world's largest lake.
- The world's rarest seashell is the white-tooth cowrie, found in the Philippines. Only three are known.
- New Hampshire has the shortest coastline of any state on either seaboard—18 miles long.
- The Pacific Ocean is nearly as large as the Atlantic and Indian combined.
- The giant squid has the largest eyes of any creature on earth. They are the size of basketballs.
- The Arctic Sea contains more aquatic life to the cubic mile than any other sea.
- There are 2,000 cubic miles of lakes on earth and 324,000,000 cubic miles of oceans.
- The Amazon River contains one-fifth of all the fresh flowing water on earth.
- Mount Everest, the world's tallest mountain, could sink into the Pacific Ocean's Marianas' Trench with 6,772 feet to spare.
- Albemarle Sound in North Carolina is the world's largest sound.
- The oceans not only cover 71 percent of the earth's surface, but harbor 80 percent of all animal life, serve as a reservoir for 97 percent of the earth's water supply, provide us with half of our life-sustaining oxygen and millions of tons of food for the world's people.



My Love Affair With The French S.S. Line

When you hit bottom, there is only one way to go, and that is up: was what an Irish friend told to me when I was under contract with the Shuberts and given insignificant parts in an Al Jolson show and later, *The Midnight Rounders*. This caused me to be very desolate and discouraged.

Then the upward way came when I read in *Variety*, the show people's Bible, that the renown London theatrical producer, Mr. Henry Sherek was in New York looking for talent. I made an appointment with him at a studio where I practiced daily.

Ballet dancing was not in favor at the time, so I originated acrobatic ballet dances. When Mr. Sherek saw me perform he said, "You can be a hit in London and as De Courville is producing a revue at the Palladium Theater, I will cable my father to manage you and arrange an audition with Mr. De Courville. But you must pay your own passage to England." This wasn't difficult as I earned a good salary with the Shuberts.

I immediately obtained a release from the Shuberts and sailed for England. On arriving in London, I rented an apartment, contacted Mr. Sherek's father, and auditioned for Mr. De Courville. The next day I signed a contract for the *Whirl of the World*.

When that show ended, I heard a call to go to Paris—I listened, and went. There I met some performers who suggested I try for the Casino de Paree where a new revue would be taking place.

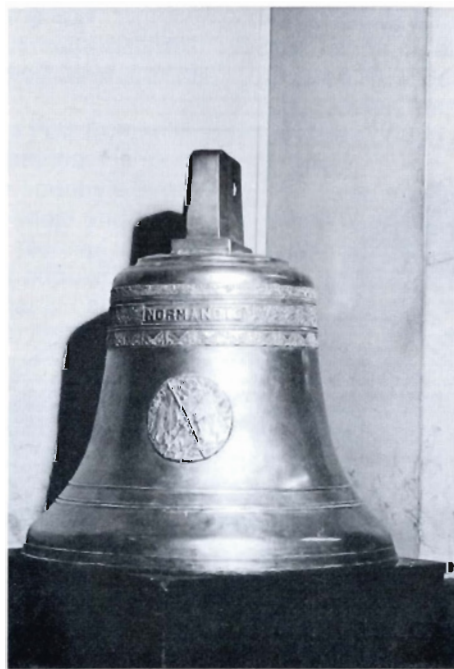
Meanwhile, I applied for a position at Le Perroquet, and was engaged and had a great success. Le Perroquet was on the top floor of the Casino de Paree Theater and under the ownership of Monsieur Leon Volterra.

Le Perroquet was the night spot of Paris and drew large crowds every night. It was here Mr. Volterra came

Life at the Institute is full of surprises. One of the most pleasant of recent weeks was our meeting Dora Duby. A dancer, Ms. Duby was one of Europe's most glamorous and much photographed stars during the Golden Era of great ocean liners, two of which figured importantly in her life.

Born in Seattle, Washington, she began studying ballet at an early age. Anna Pavlova saw her dance and encouraged Ms. Duby to study in New York. Soon her career was on the rise and before long she signed a contract with the Shuberts. But all was not well. Here's the story in her own words.

The bell of the Normandie, below, has been a part of the Institute's marine art and artifacts collection since the 1950's. It is now on display in the reception area of its new headquarters at 50 Broadway.



after I had appeared there several nights and asked that I come to his office where I signed a contract to be featured in the revue, *Paree en Fleur* with Maurice Chevalier. He added at my request, that I would continue to perform at Le Perroquet after my nightly appearance at the Casino de Paree.

Anyone who was anybody came to Le Perroquet where Albert Glaser who was in charge saw that I met the right people. One was the director of the famous Worth House who asked if I would like to be dressed by their House. I hesitated to answer for I had other offers, so I replied that Worth's clothes were too mature for me. He said that Worth was starting to make models for young adults, and they wanted me to "Lancer la Mode." I said yes which was a wise move, for I was with Worth for eight years and they spoiled me foolishly.

It was also at Le Perroquet that I met one of the directors of the Compagne Generale Transatlantique (the French S.S. Line) and I happened to mention to him that my Mother in New York was pressing me to pay her a visit before I started rehearsals for *Paree en Fleur*. He suggested that I sail on one of their ships, the *Ile de France* which was sailing the following week, and to contact him. He would see that I had favorable accommodations. Albert Glaser knew I was in need of a change and said it would be announced that I was returning to Le Perroquet in two weeks.

Not only was my low passage fare changed but when I boarded the *Ile de France* at La Havre, my trunk filled with Worth's latest models was in the unoccupied Bridal Suite. The next morning when the steward brought my breakfast, he looked around for the bridegroom and stared at the unused single bed.

The first day at sea I took my time going to the beautiful dining room for lunch, and walked down the staircase



*Ms. Duby as she appeared in *Wein Lacht Weider* shot by D'Ora circa 1935.*



(LEFT)
A D'Ora photograph of Ms. Duby in one of her many gowns by the House of Worth.

(BELOW)
The Captain's Party on the Ile de France.



wearing the latest Worth outfit. The maitre d' sat me at a table with several charming people including the purser, Henri, who became my friend on the many trips on the *Ile de France* and the *Normandie*.

On another trip, Henri arranged on the *Ile de France* that I use the ballroom for my daily exercises. One morning a Frenchman walked into the ballroom and asked if he might watch me exercise. I recognized that he was the famous French author, Andre Maurois. Later that day he presented me with a copy of his latest book in which was written, "To Dora Duby who is as graceful in the dance as in life." I cherish this book.

The Captain's Gala on the *Normandie* was a royal affair and I was asked to perform. That night the ocean was very rough, and Henri asked the

Captain to slow down the ship so I could maneuver the difficult acrobatic steps.

It was a thrill of my life to be a passenger on the second voyage of the *Normandie* and to find that Henri was the purser. The *Normandie* was more than a ship, it was the greatest floating palace that ever crossed the Atlantic. It had several of everything, including bathing pools, dining rooms, bars, etc. Every night there was a party given by a passenger, and as my name was well-known by then, I was invited to every one.

Henri wanted to give a party and he asked me what he should call it. I told him my birthday was the next day, and he jumped up and said, "That's a very good reason to give a party." Then he started to send out invitations. To my

utter surprise, every guest brought a gift for my birthday.

All this enchanting wonderfulness suddenly went up in flames and combustion when the Second World War was raging in Europe and entering France. It was then that the American Embassy asked all the Americans in France to leave and return to the United States as quickly as possible.

After the war I payed a visit to Paris and went by air. Flying over the Atlantic ocean, I looked down at the endless blue sea, and said to myself, "Neptune if you are there with your beautiful sea, surely you cannot forget the glorious French ships with the beautiful people that crossed your vast waters. Let us hope together that this wonderful time will come again."

Dora Duby

SEA NOTES

USNS BARTLETT RESCUES BOATSMAN

"We spotted a light signalling, 'O.S.O., O.S.O!,'" said Master Kim Giaccardo of *USNS Bartlett*. "It wasn't exactly correct but we figured out what it meant. We closed in and circled twice what turned out to be a lifeboat before the man paddled over to our ship. He transferred to one of our lifeboats and we pulled him aboard. It was just Standard Operating Procedure."

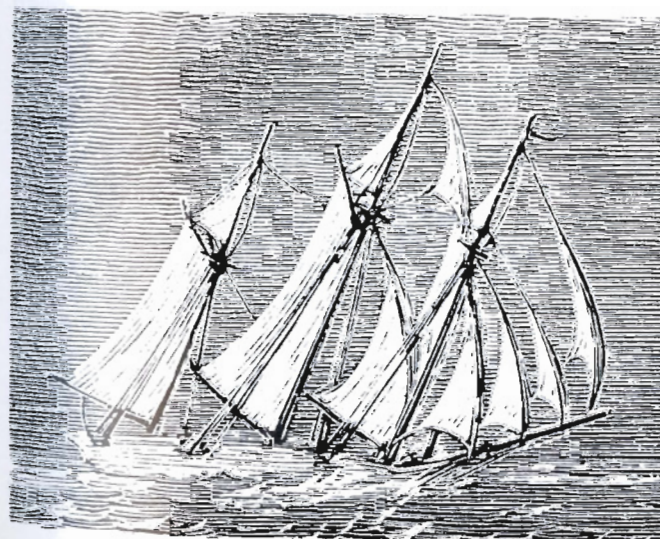
The 40 ft. handmade schooner *Perma*, captained by Keith Leitz out of Galveston, Texas, sank in the Alacran Reef 100 miles north of the Yucatan Peninsula on Jan. 23. Leitz kept afloat for 32 hours on a 15-foot raft before *USNS Bartlett* rescued him Jan. 25. The signal the *Bartlett* crew spotted was from Leitz's flashlight.

"The first thing I asked him was, 'Do you speak English?'" said Giaccardo. Leitz answered, "Those are the best words I could have heard."

USNS Bartlett, a survey ship operated by the Navy's Military Sealift Command (MSC), came across Leitz by chance. But the United States Coast Guard ship *Durable*, a 210 ft. medium endurance cutter out of Brownsville, Texas, was on its way to the rescue as part of an organized search and rescue mission.

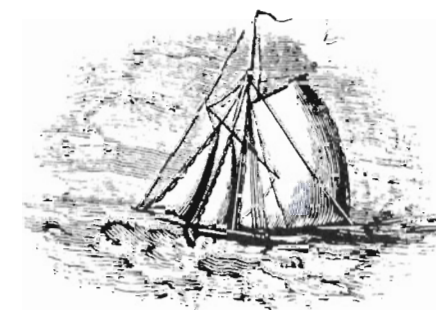
Leitz had tripped his INMARSAT (International Maritime Satellite Organization) transmitter as he abandoned ship, automatically relaying a distress signal. A Soviet satellite in the INMARSAT network picked up *Perma's* signal, which was relayed to the system's Mission Control Center, and then to Scott Air Force Base, Belleville, Illinois. Scott AFB then sent the signal to USCG New Orleans, Louisiana, which dispatched *Durable*. INMARSAT, in effect since 1982, has saved over 350 lives.

Added Master Giaccardo about the rescue, "Leitz's obvious happiness and grateful thanks on being saved was a genuine reward for us."



DID YOU KNOW?

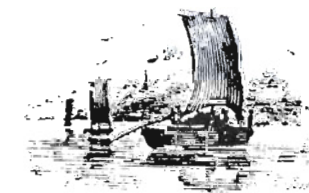
In the opinion of Philip Spaulding, a 71-year-old Seattle, Washington native considered one of the world's leading innovators in ship design, better quality paint is one of the key advances in the modern shipping industry. Traditionally, the combination of weather and sea took its toll on a ship's finish and required crews to work year-round on repainting. "The biggest task of a crew on board ship was chipping and painting," Mr. Spaulding recalled. But today, Mr. Spaulding asserts, a new, tougher paint lasts five years, freeing crew members for other duties and allowing ship owners to maintain larger vessels with smaller crews.

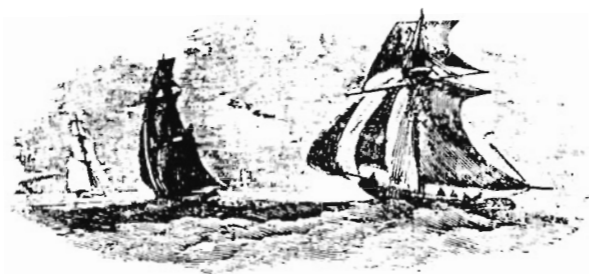


DEATH OF A TITANIC SURVIVOR

Edwina Mackenzie, who at 100 was the second oldest survivor of the sinking of the *Titanic*, died recently in a hospital near her home in Redondo Beach, California. At the time of her death, Mrs. Mackenzie, who often gave talks about her experience on the *Titanic*, was unaware that an older survivor of that famous sea tragedy has been located living in a nursing home in Syracuse, New York—that person has wished to remain anonymous.

Mrs. Mackenzie was 27-years-old and coming to the US to visit her sister when the *Titanic* sunk in the North Atlantic on April 15, 1912. According to Ken Marschall, a member of the Titanic Historical Society, Mrs. Mackenzie, who was single at the time, was one of the last to leave the ship because she didn't want to take a seat on a lifeboat if a family could have been saved instead. However, fate intervened, when a crew member thrust three-month-old Assad Thomas into Mrs. Mackenzie's arms and implored her to save him. So she went aboard Lifeboat 13 and was among those rescued.





PIRATES ATTACK NAVY/MSC SHIP

The Military Sealift Command chartered ship, *Falcon Countess*, was boarded by six pirates armed with knives and bayonets in the Strait of Malacca Jan. 29 at 11:10 pm local time. The pirates rifled the ship's safe, taking \$19,471, and threatened and tied up the master, Capt. William Haney, West Palm Beach, Florida.

The ship was in transit from Bahrain to Guam at 13½ knots when the pirates boarded unnoticed. The standard MSC pirate watch, consisting of extra men on watch and charged fire hoses, had just ended and the ship was leaving the "pirate zone."

There were no injuries and no delay in the ship's schedule. The ship is chartered to MSC by Seahawk Management, Inc. of Houston, Texas.

The last incidence of piracy on an MSC ship was on Jan. 10, 1983, in the same area, when the *USNS Sealift Arctic* was boarded.

Shipping sources say they first heard about pirates making a comeback in the area in 1980. "We couldn't believe it then," recalls one of the executives. But by the end of 1981, reports of pirate attacks became routine. The marine police received a total of 35 complaints of piracy in 1981. Many other cases have gone unreported, say the shipping sources.

In 1982, cases reported to the Singapore authorities rose to 40. Piracy is not confined to one sea lane. Early in 1983 a tanker chartered to the US Navy was ransacked in the Singapore Strait at midnight, with the pirates making off with clothing, money, credit cards and typewriters.

Some of the large oil companies operating in Singapore have taken steps to protect their tankers from pirate attacks. Mobil Oil Singapore Pte. Ltd. advises crewmembers to blast pirates with high pressure streams from the ship's fire hoses.



NEWS AT SEA

MARIPRESS News Digest, a joint venture of the Communications Satellite Corporation (COMSAT) and Source Telecomputing Corporation (STC), brings the latest news, weather, sports and business developments to cruise ship passengers with a speed that rivals their at home news sources. Through the use of the COMSAT system and the information gathering resources of STC, a Reader's Digest Association subsidiary that is best known for The Source, an online information and communication service used by personal computer owners, daily dispatches from around the world are gathered and transmitted overnight to ships subscribing to the service on their telex machines. The complete News Digest arrives by early morning in time to be posted on the ship's bulletin boards or distributed with its daily newsletter, so passengers can get up-to-the-minute news with their morning coffee—unless, of course, they took a cruise ship vacation to get away from it all, including the morning news.



Admiral Mahan and The Institute

Editor's Note:

Rear Admiral Alfred T. Mahan, noted naval officer, historian and one of the world's foremost naval strategists was a member of the Institute's Board of Managers from 1867 to 1913.

A dedicated advocate of the work of the Institute, the following is the major portion of a talk he gave to a group of Episcopal laymen on April 10, 1897. It is particularly interesting not only because of his sensitive perception of the plight of the seaman and those who come to his aid, but because his comments are as applicable today as they were 88 years ago.

* * *

There is no condition of life that should appeal more strongly to the sympathy of the fortunate than that of the homeless; not merely, nor even chiefly, of those who are without home in the sense of lacking physical shelter or comfort, but of the more numerous class, who have the things necessary to the body, but are separated from the family ties and affections which protect innocence and hallow life.

To be homeless, in the last named sense, is the inevitable condition and the sore temptation of the seaman in every port; save, possibly, in some one port, where a relative or a friend may visit. In this one fact is summed up the trials and the dangers, which most distinctly separate him from other members of society. Of the latter, even those who, arriving strangers, do not form family ties in the city of their adoption, nevertheless gradually gather round them, as time passes, affections or friendships; which, in part at least, take the place of the family fireside and influence existence happily. The shortness of the seaman's stay and the uncertainty of his return to the same spot, preclude the possibility of a like issue to him. He arrives a wanderer, flits for a few days through the streets, and then, again a wanderer, he departs.

It is upon this distinctly friendless condition, which needs but a moment's reflection to be realized by any one, that the

appeal of this Society * and of the others of kindred aim in the City and Port of New York, must rest. Men who are not touched by this will be touched by nothing. These societies aim to afford a home as well for the body as for the soul; and as well for the soul as for the body. If they cannot provide the wanderer with father and mother, brother and sisters, they strive at least to supply a friend or friends, who at some well known spot, and surrounded with some degree of modest comfort and convenience, stand ready to welcome, to assist, and—far beyond this material help, though that too is extended—to show unpretentious sympathy and to promote comradeship among those who go out and in. Clubs and associations are imperfect substitutes for home; but, though imperfect, they can in part supply its place, by bringing man in contact with man under genial surroundings. Under such conditions the power of external evil is minimized. The individual has not to seek debauching in mere weariness and aimlessness of monotony. He has, indeed, still to resist the evil within, as well; but reasonable employment of mind and decent companionship remove in great measure the crowd of temptations that spring from mere disoccupation.

Such centers of influence this Society—with others—has established in New York and has long sustained; and, alongside of the home, unobtrusive but open, refraining from solicitation but stretching out its arms to those who will come, stands the Church, ready to minister to spiritual wants as well. But, great commercial city though this is and free-handed as are its citizens, the very wandering of the wayfarer, which constitutes his privations, remove him also from men's thoughts. Money is not given in amount adequate to the continuance of the simple work, on the lines so far, though with difficulty, maintained. Let those,

*The Institute was then known as the Protestant Episcopal Church Missionary Society for Seamen in the City and Port of New York. Admiral Mahan was the person who later suggested the name Seamen's Church Institute.



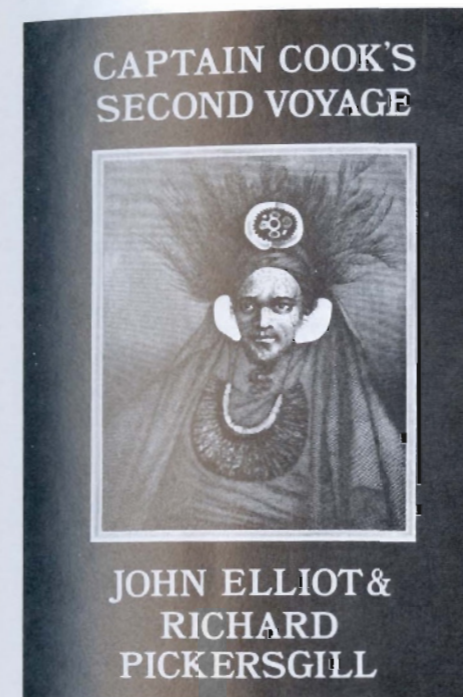
The Second Floating Church of Our Saviour for Seamen 1870-1910...
moored at the foot of Pike Street, East River, NYC

therefore, of our household of faith put it to themselves on these grounds, when in the happiness of their own homes; that there are those ever coming and going in this city, ministers to its wealth who are homeless, that members of

their own communion are making organized effort for the benefit of such; and that the work is slowed for want of means.

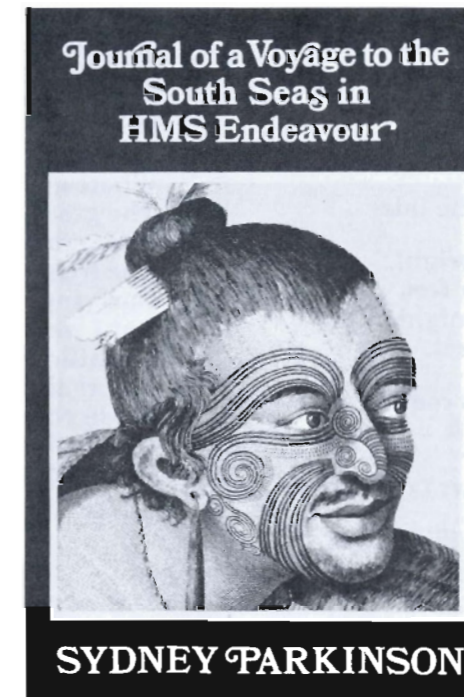
A. T. Mahar

RECOMMENDED READING



CAPTAIN COOK'S SECOND VOYAGE: The Journals of Lieutenants Elliott and Pickersgill

by John Elliott and Richard Pickersgill
Caliban Books
Dover, NH
Cloth, Illustrated
97 pages, \$19.75 in USA
ISBN 0-904573-39-7



JOURNAL OF A VOYAGE TO THE SOUTH SEAS IN HMS ENDEAVOR

by Sydney Parkinson
Caliban Books
Cloth, Illustrated
214 pages, \$20.00 in USA
ISBN 0-904573-51-6

These two first-hand accounts of Captain Cook's first and second voyages to the South Seas provide fascinating reading for lovers of high sea adventure and exploration. Both books are enlivened with maps and illustrations. While the Elliott and Pickersgill journals have been edited and reset for this edition, the writings and drawings of Parkinson are reproduced in facsimile version that will be invaluable to both the serious and amateur historian. The books can be purchased directly by mail-order or telephone from the publisher, Caliban Books, 51 Washington Street, Dover, NH 03820, (603) 749-5038. Both VISA and MASTERCARD are accepted.



EXPLORING THE SEA

by John Christopher Fine
Plexus Publishing, Inc.
Medford, NJ
Cloth, Illustrated
160 pages, \$14.95 in USA
ISBN 0-937548-03-0

In Exploring the Sea, John Fine deals with ocean resources, marine life, environmental issues and underwater exploration. In short, he has put together a primer on marine life that will interest the novice and expert alike. Filled with anecdotes and pictures gleaned through his own underwater dives and exploration, Mr. Fine has drawn upon his background as a diver, naturalist, biologist, and photographer to create a unique and personal portrait of the marine world that surrounds us.

The book is available for \$14.95 plus \$2.00 for shipping and handling from the publisher, Plexus Publishing, Inc., 143 Old Marlton Pike, Medford, NJ 08055.

A DRIFTWOOD LOG

What does this driftwood mean to me,
As it lies here now by the hearthfire's glow,
Far from its home, the fathomless sea,
With its unending ebb and flow.

A long, long time it was tossed around,
Past towering rocks that turned it aside,
Until one day it suddenly found
Itself thrown to a quiet beach by the tide.

Children sat on it, their laughter bright,
As gentle waves curled about their feet,
With its ivory sheen on a moonlit night
Young lovers made it a place to meet.

Now far away from the sea-wind's roar
Brought here to me as a special gift,
Touching it gently I see a shore—
Though about me the inland moments drift.

Kay Wissinger

IN THE MUSEUM

"Let us go see the gallery of ships"
My sister said, and so we skipped the room
With scientific things, like rocket trips
And men in simulation on the moon.
For we were both intrigued by miniatures
Of ships that sailed (and sailing still) the seas,
The Spanish galleons that reached the shores
Where gold and silver filled their holds with ease.
The great sleek liners, (luxury afloat),
That cross the oceans with proud flags unfurled,
The freighters, every one a sturdy boat
Carrying cargo all around the world.
But I was most of all drawn to the grace
Of sailing ships, and stood with dreaming eyes
Before the galleons, that with wind-spiced pace
Made voyages under many changing skies.
Almost it seemed their sails were billowing there
In the Museum's air-conditioned air.

Kay Wissinger

STANDING THE LATE WATCH

... and so, my ocean, I must leave you, stand
Forever here amid a gale of gulls,
Too old, they claim, to clear this shank of land
Or dare your passions where the wild wind sculls.
The harbor fills with fog; beyond these coasts
I look and look. I hear you far and far.
Last light is failing; tugboats sound like ghosts
Too lost to really wonder where they are.
Along the hills are houses lighting up
(The night makes children of us all), but down
Inside of me a watchlamp burns, a cup
Of sea-song spills upon my heart. No town
Will ever hold me, oh my mistress still;
I dream sea-distances and always will ...

June Owens



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