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Merchant Marine Officers' Handbook

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nications officers and radiomen. Sections of it would also be good reading for war colleges and prospective commanding officers. It clearly illustrates that even the most sophisticated cryptologic devices can be defeated by users who are careless, lazy, or both, and what the appalling results can be.

The conclusion of the book is the story of a prominent cryptologist who, at the end of his career writes a book about that exact point, and is "hounded to death" by both NSA and the British Government Communications Headquarters (GCHQ) because they fear their targets will read the book, understand how we are reading their mail, and change their procedures. I have less faith than that in radiomen worldwide, and more faith than that in cryptologists: Radiomen on both sides are going to continue to make mistakes and cryptologists on both sides are going to continue to exploit them. Let us hope we make fewer significant mistakes than our competitors. This book may make some of us realize the potential penalties.

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Hayler, William B., ed. Turpin and MacEwen's *Merchant Marine Officers' Handbook*. Centreville, Md.: Cornell Maritime Press, 1989. 573pp. \$50

The formal college education of a deck officer in the merchant marine

is very similar to that of a naval officer for, among other things, by law, American merchant marine academies include enough courses in naval science to qualify their graduates for commissions as ensigns. In fact thousands of such graduates have served in the navy and some have reached flag rank.

Fresh out of their respective academies, then, the merchant officer and the naval officer are on reasonably common ground. But after five years or so, each would be quite uncomfortable—miserable even—if suddenly thrust into the other's work place, for the merchant mariner becomes more and more a mariner every year out of the academy, while the naval officer evolves into a remarkable composite: warfare specialist, sub-specialist, administrator, bureaucrat, diplomat, and mariner.

The editor of this book, William B. Hayler, has managed to succeed in both worlds. After a full career as a surface warfare officer, he earned his license as a master mariner and became a professor at the California Maritime Academy. The first edition of this handbook, written by Edward A. Turpin and William A. MacEwen, was published in 1942, nearly 50 years ago. The current edition is written not by two people, but by 24 who collectively have written 25 chapters and five appendices. Hayler himself is a major contributor. Most of the contributors are maritime academy graduates, though three are naval academy alumni who later did the additional

study necessary to advance to master mariner.

Some chapters are peculiar to the merchant service: containership operations, labor relations, tankers, ship's business, Coast Guard inspections, and so forth.

Many others would be useful to merchant and naval officers alike: piloting and navigation, collision avoidance, celestial navigation, steering gear, ground tackle, stability and trim, fire fighting, accident prevention, medical emergencies, and rules of the road, among others. Of course, there are none on strictly naval matters, such as formation steaming, battle station procedures, and protocol.

The first chapter, by Captain William F. Schill, is a beauty: "The Everyday Labors of a Ship's Officer." It is the common-sense, plan-ahead, know-your-gear, know-your-men stuff of which success is made. It could just as easily have sprung from the pens of Nelson or Nimitz.

Very much up-to-date, this entirely new text treats the ship-board use of computers, electronics, and inert gas systems, and deals with the problem of pollution. It provides instruction in the use of hand calculators to figure everything from great circle distances and course angles to fuel consumption.

The book is intended as a text for both the maritime academy cadet and the able seaman preparing to sit for his first license, and as a reference for the professional mariner who needs only to jog his memory.

The text appears complete, up-to-date, and accurate. What is not accurate is its title, which ought to be *Merchant Marine Deck Officer's Handbook*. But the editor can't be faulted for that; the title was selected for him nearly fifty years ago.

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"The winds and waves are always on the side of the ablest navigators."

Edward Gibbon
*Decline and Fall
of the Roman Empire*
(1776-1788)