



Mobil Oil A.G. in Deutschland's Marine Terminal in New Inner Harbor.

"ON DECK" AT EMDEN Emden, Germany is another link in the vast world-wide chain of ports where Mobil's unique and international Marine Service Program operates. For over 50 years ships taking advantage of the program have found a specially-trained marine representative from Mobil Oil A.G. in Deutschland (formerly Deutsche Vacuum Oel A.G.) "on deck" at Emden to assist in every way possible. He and his colleagues around the world continue to provide the kind of service that has been bringing benefits to vessel owners for almost 100 years.

- Available at Mobil Oil A.G.'s terminal in New Inner Harbor

is the complete line of specially engineered, top quality Mobil Marine lubricants.

- Ships requiring bunkers can obtain their requirements at the same terminal or by barge throughout the entire port.

Mobil is extremely proud of the part it plays in servicing the world's merchant fleets with fuels, lubricants and a renowned engineering service. Mobil too is dedicated toward keeping its products and services consistent with the ever-changing pattern of deep-sea requirements. That is why we say . . . *depend on Mobil's world-wide program of specialized marine service.*



Grosse Seeschleuse or Great Sea Lock leads to New Inner Harbor. This is all polder land reclaimed from the Ems' marshes.

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Cover Photo: Emden from the air looking southward down the Inner Harbor. This section is used primarily by barges and inland waterway craft. Emden's famous Rathaus or City Hall is right center.

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EMDEN

A significant trade center during the Middle Ages—today Germany's most important transshipping port.

Long, long ago some unknown Germanic tribe probably reached what is now known as the River Ems. Its chief saw the possibilities—knew from experience how the sea, the river and the rich alluvial land would sustain his people. Here, he felt, was the long-sought home, the place where his people could put down their roots. From here he could easily send out boats to catch fish; and in the nearby virgin forests his skilled bowmen would find ample game. The tribe settled on land that is more than likely the modern City of Emden.

There is no proof of such a tribe or of its crude village. Historians can only trace Emden's origins to A.D. 800. About that time a number of merchants settled near the Ems River mouth to establish a trading center. Two factors motivated the choice: the waterway and roads

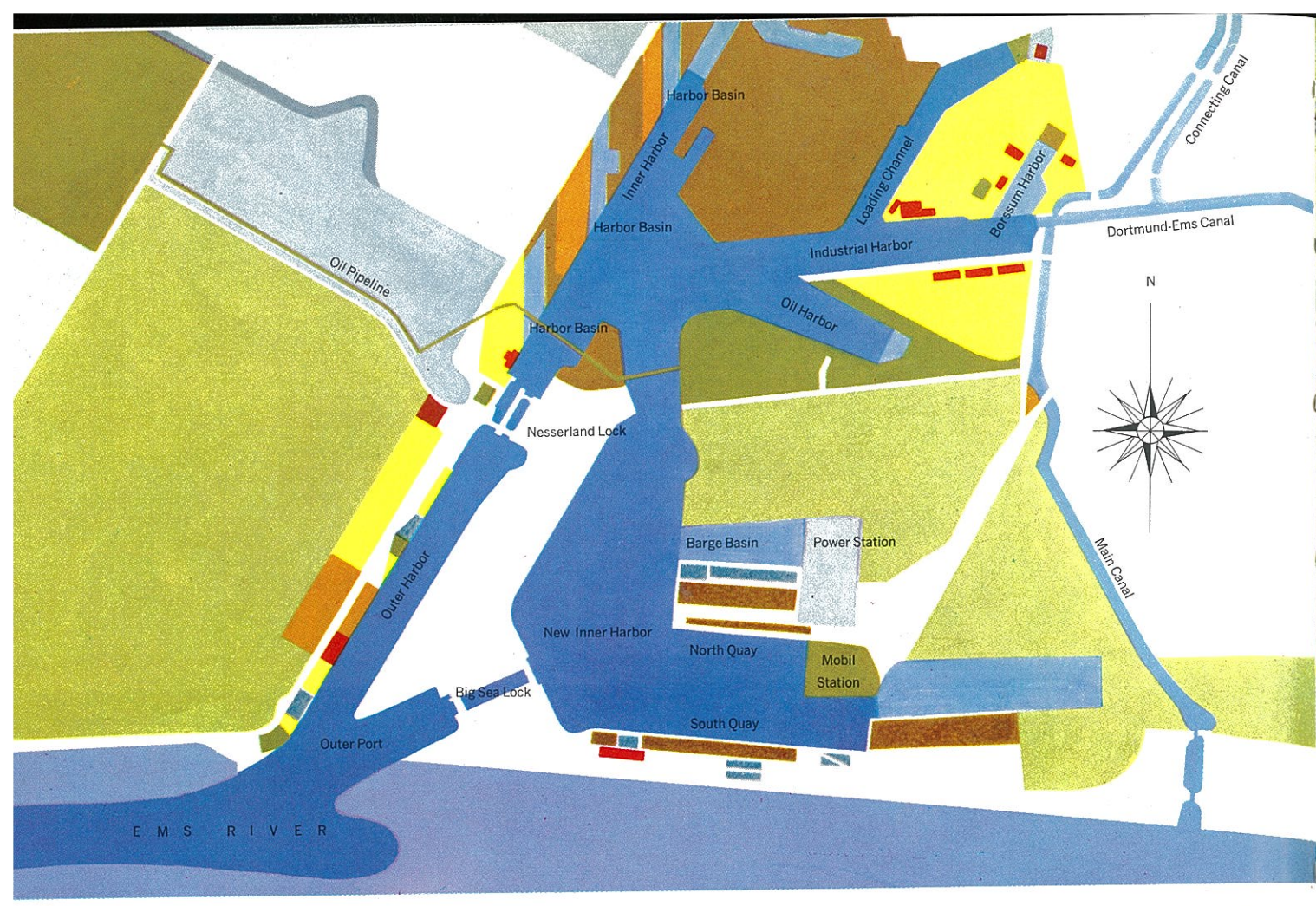
(probably of Roman origin) to the important bishopric of Münster in Westphalia and the ideal location for transshipping goods to sea-going vessels plying the trade lanes of the then-known world.

Coins from the 11th century give a clue to possible origin of the city's name. They carry the name Amuthon. This, we are told, was changed at a later date to Emden. Why the change is obscure, but it is reasonable to assume that the lack of formal spelling and the influx of foreigners had a great deal to do with it.

Records from the Middle Ages prove that mariners thought Emden was an excellent port. They traded there in ever increasing numbers. So much so that by the 16th century it was one of the most important harbors on the continent. The city also had a strong able merchant fleet



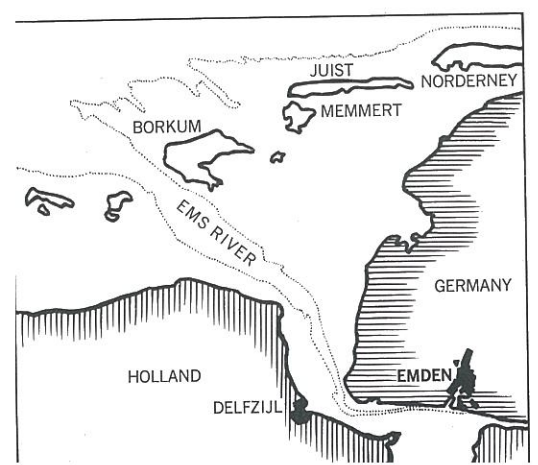
Fuels
Lubricants
Finest
Service



- Entrances and Harbor Basin for Sea-Ships
- Entrances and Harbor Basin for River Vessels
- Warehouses
- Petroleum Facilities
- Grain Facilities
- Ore Facilities
- Coal and Coke Facilities
- Other Cargo-Handling Facilities
- Industrial Plants
- Fisheries
- Shipyards
- Port Extension Sites
- Industrial Extension Sites



M/V Konsul Schulte maneuvering in the New Inner Harbor. Owned by Schulte & Bruns, Emden, the bulk carrier transports Volkswagens to the United States and returns with ore.



of its own. Built to bring a share of the brisk sea-going commerce under the city's own flag, it competed successfully with longer established fleets and with the then rising British Merchant Navy.

Emden blossomed both culturally and economically, growing strong, wealthy and powerful. It was a magnificent town, dotted with numerous proud homes and its famous Rathaus or City Hall. Few places in Germany could rival its accomplishments. But all good things do come on lean years.

Two forces working their insidious powers brought lean years. One was political, the other natural. Historically, political influences were seldom of the happier variety during the late 16th and early 17th centuries. People on the wrong end just had to sit back and take whatever their new masters laid on for them. Natural forces, however, were something else. A meandering river like the Ems frequently carves out a new and straighter course for itself leaving behind a big crescent-like body of water called an "oxbow lake". This is what happened to the Ems, as a glance at the map on the right shows. Suddenly the river cut through the narrow neck now known as the Dollart and ran a far more direct route, by-passing the port area. It was a long haul over a marsh-like area to reach the city from this point.

The lean years that followed were broken only by short moments of economic revival. During the times of the Great Elector and Frederick the Great, Emden became a jumping-off point for the colonial aspirations of the Electorate-Brandenburg-Prussian influence. But this too was comparatively short lived. Subsequently, the area came under other influences that simply had exploitation in mind. Over 100 years were to pass before Emden really started on the road back to better times.

Industrialization of the Ruhr area during the last decade of the 19th century triggered the rise of Emden to its present position of importance. The catalyst was the Dortmund-Ems Canal, a 250 km. waterway connecting the North Sea with Datteln, Dortmund, Hamm, etc., opened around the turn of the century. Ore and coal to feed the Ruhr furnaces poured into the port where it was transhipped onto barges bound up the canal. As a result, the Port of Emden subsequently became Germany's largest and most efficient port for handling bulk cargo. But coal and ore are not the whole story today. Emden also transships significant quantities of grain, petroleum, building materials and other goods.

Growth of traffic and in the size of ships calling at the port soon pointed up the inadequacy of the old Nesserland Lock. Opened to traffic in 1888, it limited the Inner Harbor to ships of under 2,000 dwt. The Outer Harbor, while deep enough, was unable to handle the resultant demands. Though the lock was subsequently modified (1916 to 1920) and completely overhauled in 1960, its present size (110 m. x 23 m. x 6.7 m. depth) still limits its use to the 2,000 dwt. traffic.

To solve the problem, the Port of Emden started a program of harbor construction in 1907 that continues to pay dividends to this day. The first step was to dike in the polder land along the River Ems on both sides of the Outer

