

CAPTAIN'S



QUARTERS



QUARTERLY NEWSLETTERS - Prepared for the interest of all members (Regular, Honorary and Associate) of the Marine Society of the City of New York in the State of New York, Suite 714, 17 Battery Place, New York, NY 10004. Office 212-425-0448 FAX 212-425-1117 Website: www.marinesocietyny.org



April 2008

28 JANUARY 2008 ANNUAL MEETING OF THE MARINE SOCIETY OF THE CITY OF NEW YORK AT GIOVANNI'S RESTAURANT, 100 WASHINGTON ST., N.Y.C.

Captain Timothy J. Ferrie called the meeting to order at 1417 hrs. with the following members and guests present:

Capt. Steven Bendo	Capt. Axel Munck
Mr. & Mrs. Harvey Casey	Capt. Robert Pouch, 1 st V.P.
VADM John Craine	Capt. & Mrs George Previl, P.P.
Capt. James DeSimoine	Capt. Charles Renick
Mr. Frank Dooley	Capt. Cynthia Robson, Sec'y
Capt. Timothy J. Ferrie, Pres.	Capt. & Mrs George Sandberg
Capt. Herman Fritzke	Mr. Donald Sheetz
Mr. George Goldman	Capt. James Shirley, Atty.
Mr. Paul Hormann	Mr. Kevin Smith
Mr. Henry Kaminski	Capt. Hugh Stephens
Ms. Karen Laino	Mr. John R. Strangfeld
Mr. Ian Lennard	Capt. Glenn Stratbearn
Ms. Lynne Mahoney	Capt. Harold Strumme
Capt. Harry Marshall	Ms. Barbara Taylor
Capt. Thomas McCarthy	Capt. Harold Vanderploeg
Capt. James McNamara	Capt. Michael Wholey

Capt. Ferrie reported on the State of the Marine Society. For 2007, 10 new members have joined---11 Regular Members, 3 Associate members and 6 Honorary members. We have had 9 reported deaths in 2007. The Marine Society is in good financial standing. Capt. Ferrie thanked Karen Laino, Office Administrator, for her hard work as well as the officers of the Standing Committee for their hard work and support over the last two years of his administration. He also gave special thanks to Jack Strangfeld, the editor of the *Captain's Quarters*.

Captain Ferrie also noted that Marine Society continues to support SUNY Maritime College and the United States Merchant Marine Academy with financial donations every year. In addition to financial support, the Marine Society sponsors a Monomoy Race each year, the third of which will be held in September 2008. Capt. Ferrie commented on rowing saying "Rowing is as important today as it was 30-40- years ago---that Marine Society members rowed George Washington into NY Harbor" He also announced that the Marine Society will start a fund to help both schools build new Monomoy boats and help maintain their water sheds. The Marine Society will start this fund with \$10,000 and begin fund raising for additional amounts.

Capt. Ferrie announced that the Guest Speaker at this year's Annual Dinner will be the U.S. Maritime Administrator, The Hon. Sean T. Connaughton.

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'LAST' LIBERTY SHIP TO HEAD FOR GREECE

(excerpts from 4 February 2008 Lloyds List sent in by Captain Harry Marshall)

Currently tied up in the James River, The USS ARTHUR M HUDDLELL sometimes described as the last surviving Liberty ship-looks destined to be towed to Greece to be kept alive as a maritime museum. President Bush signed off on legislation allowing the 1942-built vessel to be donated to Greece over a year ago, but in Athens the government declined to press on with the transfer until private sector funds for the project were in place.

Shipping minister George Voulgarakis has now written to US Maritime Administrator Sean Connaughton at the Department of Transportation, notifying the US that the necessary steps are being taken. These include appointing a project manager and a US resident with power to sign any legal documents on Greece's behalf.

"We are almost all set," confirmed Rhode Island's Sen. Leonidas Raptakis one of the Greek-American legislators who have led the effort together with Greek interests including Spyros Polemis and family. He hoped that by the summer the 7,176 g.t. Baltimore-built ship could be prepared for tow to Greece.

The final disappearance of the Liberty fleet strikes an emotional chord in the Greek shipping community, which has recognized the 1946 acquisition, on favorable terms, of 100 US surplus Liberty ships, as perhaps the most important single act in putting the industry back on its feet after WWII...

More than 2,700 of the mass-produced vessels were built in the US between 1941 and 1945 but, say backers of the project, only 3, arguably 4-still exist. Two are already museums in the US-the JOHN W. BROWN in Baltimore and the JEREMIAH O'BRIEN in San Francisco. A third-barely surviving-vessel counted by some is the S/S RICHARD MONTGOMERY, lying partially sunken in the Thames since 1944, that has been (controversially) allowed to remain packed with munitions.

That leaves the ARTHUR M HUDDLE as the only Liberty afloat, although it has faced scrapping as early as this month if a deal had not been put together with sponsors. Preliminary tests have shown only a low level of environmental concern over the vessel but it must still meet Environmental Protection Agency regulations. Thereafter, the estimated and pledged \$5m min. est. budget will be used to repair for its Atlantic crossing, for towage, and then refurbishing in Greece.

(Editor' Note: This ship had a fascinating past, according to the book *The Liberty Ships* by Sawyer and Mitchell.) "In 1944 the ship was converted to carry flexible pipe for Operation 'PLUTO' (Pipe Line Under the Ocean) the supplying of fuel from the UK via a pipe-line under the English Channel to Allied Forces in France, following the D-day landings in June 1944. After the war, she had

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EDITORS NOTE:

This is your newsletter. If you have any news or item which you believe might be of interest to members of The Marine Society as a whole, please don't hesitate to hand it, mail it or "e-mail" it to Karen Laino, Office Administrator. Thank you.
J.R.S.

**MARINE SOCIETY
OF THE
CITY OF NEW YORK**

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- CDR Robert H. Pouch1st Vice President
- Captain James McNamara 2nd Vice President
- Captain Thomas F. FoxTreasurer
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- Captain James C. DeSimone
- Captain Robert A.Fay
- Captain Herman E. Fritzke ,Jr
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- Mr. Kurt Plankl
- Captain Harold Parnham
- Captain George C. Previll PP
- Captain Hugh M. Stephens
- Captain Glenn Strathearn

Captain's Quarters

Mr. John R. Strangfeld, Editor

Office Administrator

Ms. Karen Laino

The Marine Society of the City of New York is a charitable and educational organization, the regular membership being comprised entirely of seafarers, all of whom must have been Captains or Officers of merchant vessels under the United States of America flag or of U.S. Naval /U.S. Coast Guard Officers of the rank of Commander or above. It was formed in Colonial days, formerly chartered in 1770 by King George III to "improve maritime knowledge and relieve indigent and distressed shipmasters, their widows and orphans." Among early members of the society was President George Washington.

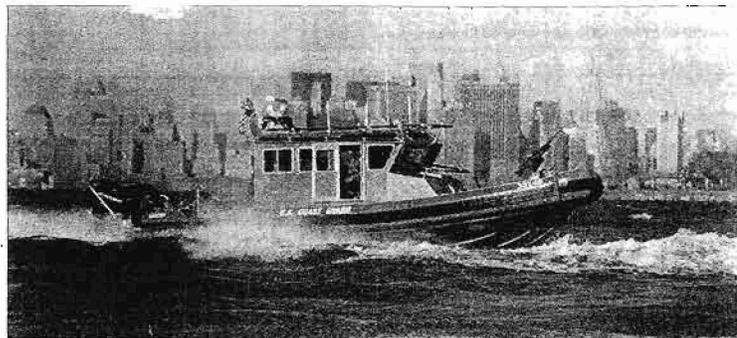
By and large, the Marine Society of New York has performed its charitable service quietly through the years without fanfare, as becomes an organization of seafarers. It stands today as the watchdog of their interests and interests of American shipping as a whole.

Be sure and request your next of kin or a friend to notify the Society in case of illness or incapacity.

It is also important for regular members to let your next of kin know that they have the right of relief in case of future need.

Coast Guard unveils its high-speed boats

Three 33-foot Defenders join New York crew



Coast Guard debuts its new Special Purpose Law Enforcement Vessels in New York Harbor. The 33-foot boats are equipped with M240 machine guns.

BY JOE MALINCONICO
STAR-LEDGER STAFF

The Coast Guard needed faster boats. That was obvious down in the Florida Keys where smugglers were leaving patrols in their wake.

"We needed something that could hold its own with the smugglers," said Lt. Commander Richard Burke.

The Coast Guard found the answer in the new 33-foot Defenders, boats equipped with three 275 horsepower outboard engines that generate speeds of 60 mph.

The 33-footers worked so well in Florida and south Texas over the past two years that the Coast Guard recently purchased three of the high-speed boats for its crews in New York Harbor, making this the first non-border station to get the Defenders.

"We've got a unique mission here with significant security responsibilities," said Burke, commander of the New York station. "These boats will be another tool in our arsenal."

The boats will be workhorses, performing a variety of tasks. They will provide security escorts for ferries, cruise ships and tankers. They will handle long-distance patrols, like those that run up the Hudson River to Albany. And they will be sent out on search and rescues — missions for which their speed will be a critical factor, officers said.

"On a day like today, you can survive in this water for 45 minutes," Burke said during yesterday's sub-freezing weather. "So speed is an issue."

The 33-footers, which cost

about \$400,000 each, arrived at the Coast Guard station on Staten Island a couple months ago and are going into regular use now that crews have been trained in operating them.

Coast Guard officers said the new boats offer a variety of advantages over the existing fleet.

For example, they are more maneuverable than the 41-foot boats at the station and are twice as fast.

In fact, they even go faster than what had been the speedsters of the fleet, the 25-footers that go up to 45 mph. Compared to the little 25-footers, the new boats can carry more people (18 passengers vs. four) and have greater range (300 miles vs. 150 miles).

"We can bring them to a stop in about a boat-length and a half," said Petty Officer Thomas D'Amore.



Petty Officer Ben Foster talks about the new boats. The Defenders have three 275-horsepower outboard engines, making it harder for them to be outrun by other boats.

For crew members, there are other comforting features. Unlike the 25- and 41-foot boats, the cabins come with air-conditioning and an improved heating system.

They also have "shock mitiga-

Historic Independence ships off in the fog to an uncertain fate

By Carl Nolte

CHRONICLE STAFF WRITER

The historic ocean liner Independence, the last liner built in the United States to sail under the American flag, was towed out of its berth on the San Francisco waterfront Friday headed for an unknown future.

It left the dock quietly and lowly in a thick fog, like a wraith, like a ghost out of the past.

The Independence was a famous ship in its day, but that was long ago. The liner made its maiden voyage from New York on a cruise to the Mediterranean 57 years ago this month.

The old ship sailed under a new name: It has been called the Oceanic since summer.

Its voyage is also a bit of a mystery. Norwegian Cruise Line, the ship's last owner, sold it last year but refused this week to say who the new owner is.

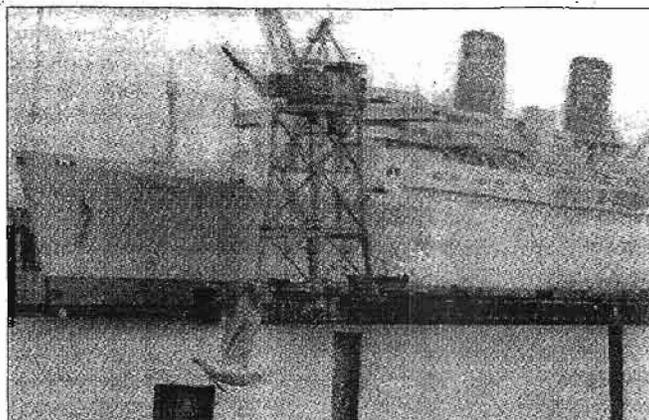
There was even a minor mystery about its destination. Earlier this week, Leon Hall, of Inchcape Shipping Services, an agent representing the ship, said the final port of call "had not been decided yet." On Friday, however, the destination was listed as Singapore.

There is a lot of speculation in maritime circles that the real destination is a scrap yard in India or Bangladesh. There is not much of a future for a 57-year-old steamship that has not sailed under its own power in seven years.

"She is one of the great ships," said William Miller, an expert on ocean liners who wrote a book about the Independence. "But she has had her day, absolutely. I would bet you 50 cents she will be old for scrap."

Admirers of old ships have seen circulating rumors and reports on the Internet about the fate of the Independence.

Some, like Eric James, a ship buff from Boston, say the ship is full of toxic material like asbestos and is being taken out of the United States illegally. They say it should be preserved as a memorial to U.S. passenger ships. But there is no formal move to preserve the ship, and once it sailed out the Golden Gate, it was probably too late.



PAUL CHINN / The Chronicle

The ocean liner Oceanic, formerly the Independence, prepares to leave its berth at Pier 70 bound for Asia.

"She has had her day. ... I would bet you 50 cents she will be sold for scrap."

WILLIAM MILLER
author

If the Independence is scrapped, it will be a sad end for a ship that was one of the prides of the U.S. flag merchant marine. The Independence was built in Quincy, Mass., by Bethlehem Steel and launched in 1950. The Independence and its sister ship, the Constitution, cost \$50 million. Each of the ships could carry 1,000 passengers — 295 in first class — and could make 23 knots.

At first, they sailed from New York to Genoa, Italy, for American Export Lines on a southerly route across the Atlantic passengers called "The Sun Lane." It was a favorite of movie stars and important people.

Former President Harry Truman and his wife sailed on the Independence at least once. But jet planes killed the transatlantic lin-

ers, and in the 1960s, the two ships were sold.

The Independence was tricked out like a 1968 hooker with a gaudy pop-art paint job — a pink sunburst rose out of the side of the ship from a pair of huge seductive-looking eyes painted just above the waterline. The theme was Go-Go cruises.

That flopped, and the ship was laid up, sold a couple of times, and finally, in 1980, the Independence began sailing around the Hawaiian islands.

The ship sailed every Saturday for 21 years on weeklong Hawaiian cruises under the U.S. flag. For a while, the Constitution joined the Independence in Hawaii but it was withdrawn and sank on its way to the scrap yard in 1996.

The Independence carried on alone. It was a good life in Hawaii, and a popular service. As late as 2000, the Independence received the Ship of the Year award from the Steamship Historical Society of America.

But the parent company of American Hawaiian Cruises went bankrupt when tourism dropped after the 2001 terrorist attacks. The ship completed its final voyage and sailed from Honolulu, arriving in San Francisco on Nov. 8, 2001. It was the last voyage under its own power.

The ship kicked around the bay and even spent some time in the mothball fleet near Benicia. Finally, in 2004, it was laid up at Pier 70 not far from the baseball park.

Rumors flew: It was going back to sea, it was going to be a floating hotel in New Orleans, or maybe in Dubai. But nothing happened. The Independence just sat, a bit of a landmark. Not every waterfront has an old white ocean liner with two funnels as a backdrop for the edge of the bay.

"I'm going to miss it. It's a good-looking boat," said Capt. Joshua Pryor, who operates the charter boat Ruby out of a pier next to the Ramp restaurant.

Andrew Wong, who was working on the yacht Rampage at the next dock, said the Independence reminded him of home. "I used to see it when I was a kid in Hawaii," he said.

About 10 a.m. Friday, bar pilot Tom Miller, who also handled the Queen Mary 2 when it visited San Francisco last year, slowly guided the old ship out of its berth. He used two tugs — the Delta Deanna and the Delta Linda, to pull the ship out, then turned it so it was facing toward the central bay. He positioned the ship so it could be towed away by the oceangoing tug Pacific Hickory.

The tule fog lay on the bay as thick as mushroom soup, and the Independence kept appearing and disappearing. About 11:30 a.m., the old ship, its sides streaked with rust, the flowers painted around the funnels faded with age and neglect, slowly disappeared into the mist.

"It's fitting weather for a final departure," said William Miller, who had written the book on the Independence. "It's kind of poetic."

E-mail Carl Nolte at
cnolte@sfcchronicle.com

From the 2/9/08 *San Francisco Chronicle*, sent to us by the jovial raconteur and esteemed member of The Marine Society of NYC, Conrad H.C. Everhard, the first President of American-Hawaiian Cruises Co. which featured both the S/S INDEPENDENCE and her sister ship, the S/S CONSTITUTION.

Conrad, now retired, basks in the sunny Northern California town of Cloverdale. He always welcomes calls from friends at 707-669-0522.

Navy casting a light, briefly, on its newest stealth weapon

EDITOR'S NOTE

■ *Guided-missile submarines are the U.S. Navy's newest twist on underwater warfare, and among its most secret weapons. An Associated Press reporter was given exclusive access to one sub's first voyage since its makeover. Here is his report.*

BY ERIC TALMADGE
ASSOCIATED PRESS

ABOARD THE USS OHIO — Capt. Andy Hale has just worked out and is still in a sweaty T-shirt and shorts as he stands in the battle command center. He is watching a flat screen display that shows what's happening outside on the bow and the aft.

His billion-dollar submarine — the U.S. Navy's newest twist on underwater warfare — is hovering just below the surface off the Pacific island of Guam as a submersible disappears into the dark waters, carrying a team of commandos.

The Ohio is the first of a new class of submarine created in a conversion from 1970s vessels by trading nuclear-tipped ICBMs for conventional cruise missiles and a contingent of commandos ready to be launched onto virtually any shore through rejiggered missile tubes — against conventional forces or terrorists.

The sub's cruise across the Pacific comes as China builds its submarine fleet into the region's largest as part of the bulking up of its military. The voyage is the Ohio's first deployment since the makeover, and Hale is in the odd position of showing the ship off.

It's odd because the sub is all about stealth.

Hale can't talk about where the ship is going. The back of the ship, where the nuclear power plant is located, is off limits. The leader of the SEAL commando contingent aboard can't be named, and the commandos themselves can't be photographed in any way that shows their faces.

But, over the next few months, the Ohio will be making a very public statement, training intensively in some of the world's most crowded and contested waters and joining in exercises with America's Asian allies. Instead of hiding them, the Ohio will be showcasing its abilities to elude detection and operate too deeply and quickly to be tracked.

Then it will likely do what it does best — vanish.

"Submarines are the original stealth platform," Hale told the Associated Press, the only media allowed on board. "Submarine forces have always viewed the Pacific as a very important strategic area. ... It's certainly grown in importance in the last 10 years."

Just about every country with a coastline in Asia wants or has subs.

China, Japan, Australia, India, Malaysia, Pakistan, Indonesia, Singapore, Bangladesh and South and North Korea either now have or are planning to acquire them.

Most don't pose much of a threat to the more advanced American fleet. But that is changing.

While Russia continues to be a factor, China now has the biggest submarine fleet in the region, with nearly 60. The U.S. has upped its presence in the Pacific, and now has more ships — and more subs — in this part of the world than in the Atlantic.

But they are still outnumbered.

"There are many challenges in the Pacific," Hale said. "China is certainly one of them, but it is not the only one."

China's subs are mainly diesel-powered, meaning they must come up for air more frequently than U.S. nuclear-powered vessels, and their crews are not believed to be as well trained as American submariners, who spend several months at a time at sea.

China's fleet is also highly focused on patrolling its own coastal waters and on dealing with potential hostilities over Taiwan, rather than with "projecting force," or trying to control faraway shipping lanes.

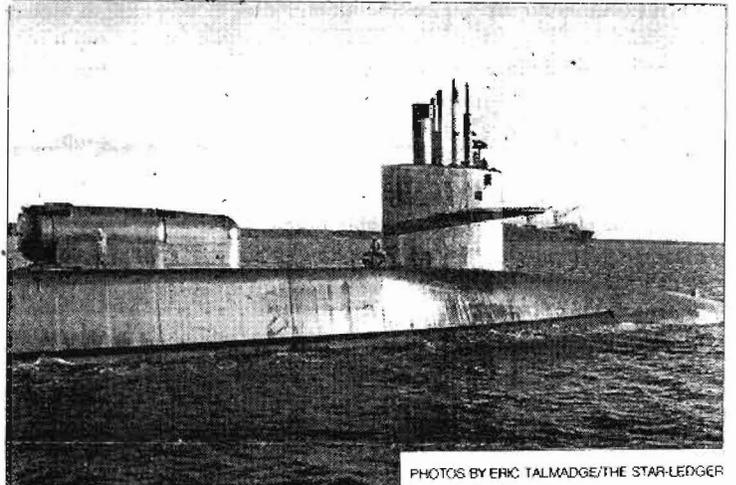
But its long-term goals remain opaque.

Two years ago, a Chinese sub shocked the U.S. Navy by surfacing within torpedo range of the USS Kitty Hawk aircraft carrier near the Japanese island of Okinawa. Beijing claimed the sub was in international waters and was not "stalking" the carrier, which was taking part in a naval exercise.

The growing rivalry was underscored in November, when Beijing refused a scheduled port call by the Kitty Hawk's battle group to Hong Kong, forcing thousands of sailors to spend Thanksgiving at sea. In January, however, China allowed a visit to the port by another U.S.



Crew members watch monitors recently in the navigation room of the JSS Ohio pictured below, on the converted nuclear submarine's first voyage since its makeover off Guam.



PHOTOS BY ERIC TALMADGE/THE STAR-LEDGER

Navy vessel.

Washington has repeatedly expressed concern that China is pouring money into expanding its forces. Beijing increased its military budget by nearly 18 percent to about \$45 billion last year, the largest annual hike in more than a decade, and U.S. officials believe actual spending is greater.

The Chinese, meanwhile, are closely watching to see how U.S. concern translates into changes in the U.S. Navy. When the Ohio, which is based in Bangor, Wash., docked at Guam last month, China's official Xinhua news agency called the submarine a "warehouse of explosives" and a "devil of deterrence."

"If the Ohio turns west from Guam, it would need only hours to travel to the coastal waters of many Asian nations," it said. "The U.S. Navy believes the power of the cruise-missile-armed nuclear submarine will be tremendous in a future war."

That is exactly what the Navy wants China and others to think, and why the Ohio is in the Pacific.

"The advanced capabilities that we have brought to this ship make it a premier front-line submarine," said the Ohio's executive officer, Lt.

Commander Al Ventura. "This has taken the submarine force to a whole new level."

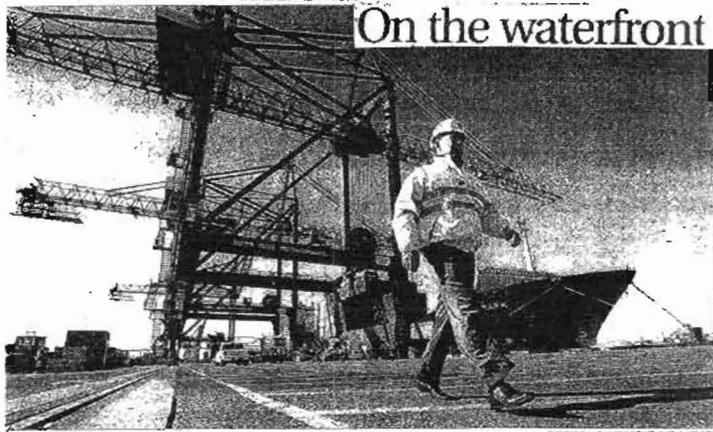
The Ohio has both vast firepower and the ability to deploy quickly to wherever it's needed.

It has 24 launch tubes, 15 of which have been fitted for multiple Tomahawks — more than 100 in total. That's more than were launched in the entire first Gulf War. From an offshore position in the Pacific, it could strike Pyongyang, North Korea. From the Indian Ocean, it could hit anywhere in Afghanistan.

The switch to conventional missiles is a concept borne of necessity. Under a 1992 disarmament treaty, the U.S. Navy had to give up four of its 18 "boomers," huge submarines that have for decades served as mobile launch platforms for long-range nuclear missiles and were primary players in the Cold War game of cat-and-mouse between Washington and Moscow.

Instead of scrapping the ships, however, the Navy converted them. The nuclear weapons were replaced with conventional Tomahawk guided missiles and several of the launch tubes refitted to deploy the Navy SEALs in submersible boats.

On the waterfront



Jim Devine, president of the New York Container Terminal, walks through the company grounds on Staten Island. Below, Marine Society Members may remember Mr. Devine, the honoree (now a member) as guest speaker at the 236th Annual Dinner in 2006

Jim Devine's life is all about motion. He seeks it out, surrounds himself with it. Viewed from atop a 150-foot gantry crane, his workplace is a dizzying cavalcade of comings and goings. There are so many moving parts — ships, tugboats, trucks, backhoes, forklifts, trains — it looks like a page from a Richard Scarry "Busy World" picture book for toddlers.

And after 12-hour days as president of the New York Container Terminal, he relaxes with two more forms of transportation: He's building an inland cedar kayak and has restored a 1964 Corvette.

Devine, of Holmdel, runs 187 acres of Staten Island waterfront with an expansive view — Lower Manhattan to the east, Elizabeth to the west and Newark Bay stretching to the north. His terminal unloads railcar-sized containers from ships, then places them onto trucks that deliver goods throughout the Northeast. The process is reversed for exports.

Yet this is no picturesque wharf, rather a noisy, grumpy, windy, dusty, beating heart of commerce. It's a round-the-clock operation filled with the kind of dangerous heavy machinery our allergy medicine warns about.

Running the place requires Devine to connect with all kinds of people, from those in the famed International Longshoremen's Association to his landlord, the Port Authority of New York and New Jersey. He has to deal with crime on occasion as well: Just last month, a shipping netted \$10 million in cocaine shipped from Panama.

One minute he's schmoozing with political bigwigs, the next minute locking horns with the union. Or vice versa. And he has to be on constant guard against the risk of corruption that has long lurked on the waterfront's edges.

"He can scale his emotions and his intellect up or down, depending on what's required," says Tom Devine, his younger brother, explaining that's how the five siblings were raised in their working-class Massachusetts childhood home. "We can be down-and-dirty Boston South End and then go to Harvard Square."

Praise for employees

Whenever Jim Devine, 63, tours the operation, he cheerfully sheds praise the way a white cat sheds hair — it lands on nearly everyone he encounters, from longshoremen to secretaries.

His employees reciprocate, even when he is out of earshot. "He's honest with the men," says longshoreman supervisor Angelo Spano. "Everything we need, he makes sure we have it," says Pat Mahoney, also a longshoreman supervisor.

Yet he is perfectly willing to push back — against some of the union's more arcane work rules or against the politicians who use the Port Authority to make his life difficult.

"He can get in the streets if he needs to," says Jim Stratis, one of the foremen at a refrigerated banana warehouse.

Take his encounter with a piece of litter on a recent tour. A top executive with 550 employees needn't concern himself with litter, but there is Devine, pocketing an empty cigarette pack. A worker offers to dispose of it, but Devine waves him off, saying, "I need it for later."

And pity the supervisor who will later be confronted with Exhibit A — proof an underling has violated the company's smoking ban.

Smiles for the boss

Yet no one would call Devine hot-tempered; it's more like he is relentless, never off-duty, never letting things slide. He's so engrossed with his job, he has to stop and do the math when asked his age.

He can be gentlemanly too, almost courtly, addressing women with a quaint "m'dear." People smile when they see the boss out and about.

"It's his choice to know the name of everyone who works there," says Dick Jones, executive director of the Bi-State Motor Carriers, the trucking association whose members use the terminal.

When it is pointed out that all employees have their names embroidered on their safety jackets,

Jones interrupts: "Even from the back." ("I have to work at it," Devine says. "But I've been there six years, so shame on me if I didn't.")

Much of Devine's management style comes straight from the Army, which gave him the leadership mantras he still uses: "When in charge, take charge." "Make sure your troops have beans and bullets." And, "Improve your position. Improve it all the time."

Howland Hook, as it is called on harbor maps, is his Hill 403, the bit of land he's going to improve all the time.

Graduating college during the heavy draft years of the Vietnam War, Devine looked at his probable fate and decided to steer it instead of waiting for it. Draft notice in hand, he enlisted in the Army's officer training school.

"I decided I'd rather be in charge," he says.

He did four years of active duty, choosing the Transportation Corps. His motivation was simple: After all the rigors of basic training, he was tired of running. He figured transportation involved something else — a truck, a train, a ship — doing the work.

It was a choice that made sense, given that he was the brother who most liked playing with toy trains under the family Christmas tree.

He assumed he'd go to Vietnam — as a combat engineer he was trained to build landing zones — but instead was sent to Germany.

"I didn't go to Vietnam — not that I tried to avoid it. The cards just didn't fall that way," he says. "I had very mixed emotions. I was trained to go, I was prepared to go . . . and like everyone else, I had nightmares about it."

Army to reserves

Once his active duty was up, the Army tried to get him to stay, but he turned it down. He had seen firsthand the results of Secretary of Defense Robert McNamara's "Project 100,000," which filled the ranks with inductees who had failed the basic aptitude test.

"The Army was going through a very bad time," Devine says. "As an officer, you were more of a cop than anything else."

But the emotional pull of the military remained strong — as did the example of two brothers who were career Air Force pilots who flew in Vietnam. So he joined the reserves for the next 20 years. During Operation Desert Storm in 1991, he tried to get his unit sent there, but it wasn't selected.

The reserves offered two more benefits: some long-term financial security and one not many people mention: fun. ("I do try to have fun," he says.)

Visitors to his office could be forgiven for assuming he had served in the Navy, though. It has so many naval touches one almost expects the windows to be shaped like portholes.

Prints depicting the 1784 Empress of China sailing ship adorn

the lobby. The floor's tile design hints at points of the compass.

When Devine points out landmarks on the horizon, he actually calls the Hudson the "North River," the name used by the original Dutch explorers. He wears nautical-themed cuff links — anchors, propellers or red and green ones that mimic a ship's pilot lights.

He has the eye of an archivist — a valuable trait in someone just named to the board of the South Street Seaport Museum. He owns the massive wooden nameplate from the first ship converted to a container vessel in 1957 — no one else recognized it had any value — and an old-fashioned longshoreman's hand hook, the kind used so menacingly in the movie "On the Waterfront."

Inland childhood

For all this obsession with the waterway, Devine grew up in an inland suburb of Boston and spent almost no time at the ocean. (Childhood vacations were in Maine.) He went to the University of Massachusetts, majoring in marine biology after he bailed out of pre-med.

The five kids were all "Irish twins," born in close succession, and money was tight. "I can remember my mother crying because we didn't have enough money for milk," he says. If he's good at restoring cars now, he says, it's because "anything I wanted to drive, I needed to fix."

It was at UMass that he met his wife, Pat; he and brother Tom were houseboys for her sorority, Alpha Chi Omega. ("It meant you could eat for free, which gives you an idea of our financial state at the time," says Tom.)

Jim and Pat will celebrate their 40th anniversary this year, with two grown children, a son and a daughter. Pat, too, has a demanding civilian job at Fort Monmouth — she helps run the 24-hour communications hub used by the armed forces in Iraq.

His Army transportation training made him a natural fit for the container industry, where he spent 27 years working for Sea-Land terminals in several states, including at Port Newark. When Sea-Land was purchased by the Danish firm Maersk, he left.

He sees Maersk as an authoritarian organization that is micro-managed from Copenhagen. "I left for the same reason I became an officer — I don't like being told what to do," he says. After a short stint with a French steamship line, he was hired by New York Container Terminal in 2001.

His first change was to upgrade the disgusting employee restrooms. He then built a 2,000-square-foot gym, open round-the-clock, and a cafeteria that offers longshoreman-

Continued on P.7

Trade Deficit Shrank By 6.2% Last Year

A Sign That Consumers Tightened Spending

By MICHAEL M. GRYNBAUM

The United States trade deficit shrank in 2007 for the first time in five years, the government said on Thursday. But while the numbers reflected strength in exports, they also indicated that American consumers had cut back on their spending as the economy flagged.

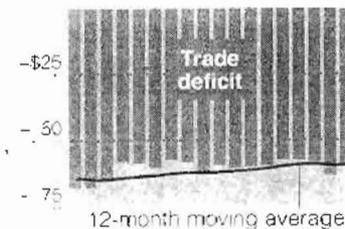
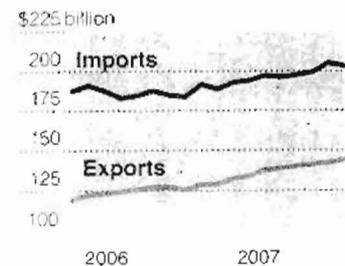
Balance of Trade

The deficit is the excess of imports over exports for goods and services. Amounts are rounded, in billions of dollars, seasonally adjusted

December 2007

Imports	\$203.06 billion
Exports	144.32

Balance **-\$ 58.76 billion**



Source: Commerce Department

THE NEW YORK TIMES

Foreigners bought up American goods at a near record rate, lured by a cheap dollar and a surge in demand in the international market. But on the home front, demand for foreign goods fell sharply. Economists said the slowdown was a sign of consumers tightening their belts as they grapple with expensive oil and falling home values.

"If the narrowing is coming from strong exports, that's great," said Michael T. Darda, chief economist at MKM Partners, a research and trading firm. "But if it's coming from when imports are weak, that's not necessarily a good thing. We've got both."

Over all, the gap between what Americans import and export contracted by 6.2 percent last year, to \$711.6 billion, according to the Commerce Department.

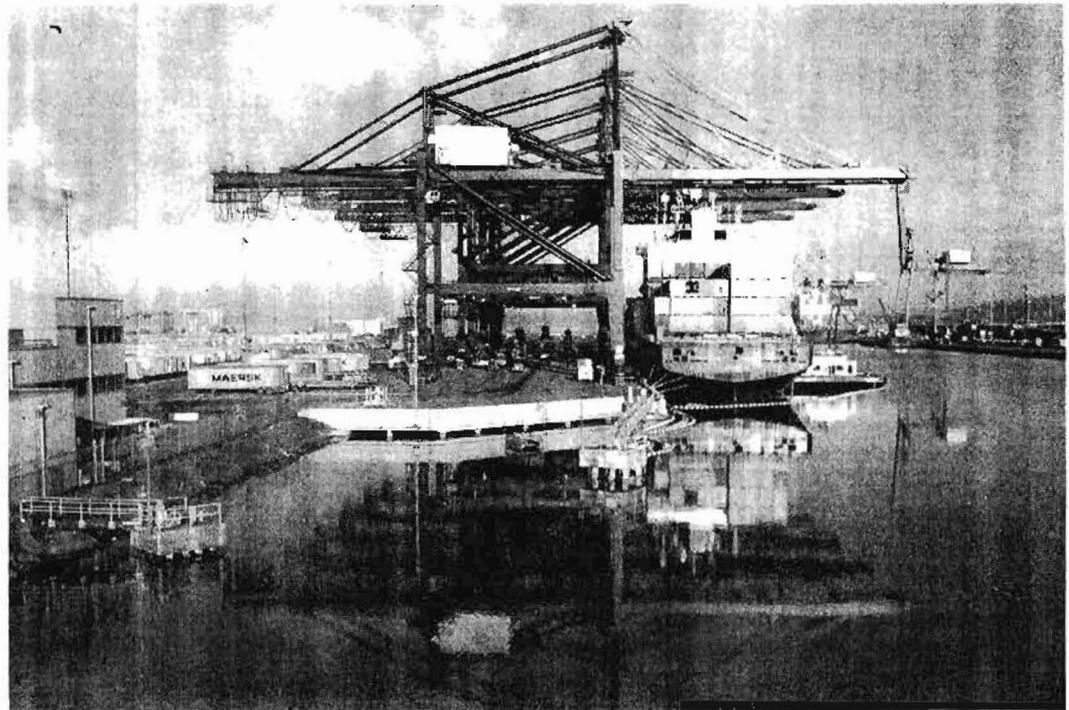
Import sales grew by about 5 percent in 2007, half the annual rate in 2006. It was the most pronounced slowing of import sales since the 2001 recession, according to John Lonski, the chief economist at Moody's Investors Service.

"A narrowing of the trade deficit does not imply a strong economy," Mr. Lonski said.

But the trade report also suggested that domestic businesses had benefited from a surge in foreign customers. Export sales expanded by about 12 percent for the year, the same rate as 2006.

In December, export sales rose 1.5 percent and the trade deficit narrowed more than expected, falling 6.9 percent, to \$58.8 billion.

Economists said that the strong showing would help ele-



TED S. WARREN/ASSOCIATED PRESS

A container ship unloading cargo at the Port of Tacoma in Washington. Imports to the United States grew by 5 percent last year, the slowest rate of increase since the 2001 recession.

As import purchases faded, American durable goods had a sales surge overseas.

vate the economy's overall growth in the fourth quarter. That would offer a shot in the arm to financial markets, which were alarmed by the initial 0.6 percent growth estimate.

Some economists had feared that the estimate would be revised into negative territory, heightening investors' fears that a recession was under way. The Labor Department will release a revised estimate on Feb. 28.

"The December figures underscore that trade will be a major support for growth in the U.S.

this year," wrote Nigel Gault, an economist at Global Insight, a research firm in Lexington, Mass. "The strength in trade will dampen the domestic downturn — and may even be sufficient to keep the U.S. out of recession."

Sales of imports faded, dipping 1.1 percent in December after three months of increases. Americans purchased fewer consumer goods, like imported foods and beverages, and sales of foreign cars dropped sharply, falling 9.3 percent for the month.

Export sales benefited by a surge in purchases of durable goods, which have a useful life of three years or more. Sales of computer and telecommunications equipment soared, and sales of civilian aircraft were up 33 percent.

"If we're able to sell more goods and services overseas, it

means that those export industries can continue to operate, to hire more workers, and provide some fuel for the economy," said Bernard Baumohl, managing director of the Economic Outlook Group, a research firm in Princeton, N.J.

But some critics said that jobs provided by export industries could not make up for cutbacks elsewhere.

"The \$711 billion trade deficit that the U.S. racked up in 2007 represents many thousands of U.S. factories closed and workers laid off," said Horace Cooper of the Alliance for American Manufacturing, in a statement.

Mr. Cooper noted that the manufacturing sector had been battered by job cuts in recent years. "Huge ongoing trade deficits do not make for a more prosperous America," he said.

At 1427 hrs, he turned over the meeting Capt. Previll, Chairman of the Nominating Committee who proposed the following slate:

- Capt. Timothy J. Ferrie for President
- CDR Robert H. Pouch for 1st Vice President
- Capt. James J. McNamara for 2nd Vice President
- Capt. Thomas F. Fox for Treasurer
- Capt. Cynthia L. Robson for Secretary

- 28 Proxy cards sent in to vote for complete slate
- 18 individual votes for slate
- 4 proxy cards for VP to vote for slate
- 3 proxy cards for Previll to vote slate (including 2 for treasurer to vote the slate)
- 9 proxy cards for 2nd VP to vote for slate
- 6 proxy cards for Secretary to vote for slate

Capt Previll asked for nominations from the floor. There were one.

All members present voted for the slate. Slate was unanimously elected for a term of two years. Capt. Previll then swore in Capt. Ferrie. Capt. Ferrie swore in Capt. Robson and Capt. McNamara. DR Pouch and Capt. Fox, not being present, to be sworn in at another time. Capt. Ferrie appointed Capt. James Shirley as attorney to the Marine Society.

Capt. Ferrie thanked Capt. Previll and announced reappointment of the Standing Committee with the exception of Capt. Harry Marshall who resigned from the Standing Committee and asked not to be reappointed. Capt. Ferrie presented Capt. Marshall and thanked him for his outstanding work as member of the Marine Society for 45 years and his service on the Standing Committee for the past 10 years.

Capt. Stephens reported to members on financial donations given Kingsborough Community College by the Marine Society.

Don Sheetz, member, offered challenge to those present, maritime accident investigation. Confined space entry problems. Mr. Sheetz interested in your expertise and experience. Please contact him with information.

Meeting adjourned at 1445 hrs.

zed portions of chicken marsala, long with free coffee and soup at night. In summer heat waves, he rings in a free ice cream truck. But anyone mistaking free Mr coffee for softness would be wrong. Devine is credited with holding his own against the tradition of corruption that sapped the waterfront for decades.

"I shouldn't take any credit for cleaning up anything," he says. But if there are people that don't belong here — that don't deserve to be here — I've done everything I can to get them off the waterfront."

When Devine received an award from the Boy Scouts last year, one of the presenters was Rick Larrabee, director of port operations for the Port Authority. "I said, 'Jim is the most even-tempered person I know — be-

cause he's always in a rage,'" Larrabee says.

"If he really believes you've done something wrong — dishonest or going to hurt the operation — he's just as passionate about that. He'll pick up the phone and say, 'I'm not happy about that.'"

Part of this is temperament, Larrabee says, but some of it has to do with the nature of their jobs: tough, dangerous work requiring clockwork precision. "We really don't have enough time to screw around with each other," he says.

Devine will admit to having a bit of a bark. "If we're not performing well, I get pissed," he says. "You can call that rage or you can call that passion."

Kathleen O'Brien may be reached at kobrien@starledger.com.

a spell in the Reserve Fleet. By 1956 she was working as a cable tender for the A.T.&T.Co., transporting submarine cable between the USA, Hawaii and the Arctic, where Distant Early Warning (military) lines were being installed. Further operations, interspersed with spells of lay up, included ones under US Navy jurisdiction and numerous classified government projects.—In 1982 the ship operated in the Pacific, as a cable layer, under US Navy control. By mid-1984 she was moored in the James River Reserve Fleet.—)

tion seats" designed to ease the impact of rough waters.

"These are crew fatigue factors," Burke said. "When you're spending six, eight, ten hours in a boat, lessening that crew fatigue is significant."

Not everyone is going to like the new craft, especially not folks on

Jet Skis who like to zip around in security zones or ride in the wake of ferries.

"In the past, the Jet skis would just outrun the 25s," said Petty Officer Ben Foster.

Joe Maitinonico may be reached at jmainonico@starledger.com or (971) 302-1270

Neptune Orient to Chase Deal With Hapag-Lloyd

Singapore's Neptune Orient Lines Ltd. still is keen to buy TUI AG's Hapag-Lloyd unit despite a breakdown in talks, and is willing to pay \$6 billion to \$7 billion for the German container shipper, people familiar with the situation said. Increased competition in the con-

tainer-shipping industry from players such as China's Cosco Corp. and Evergreen Marine Corp. of Taiwan have strained NOL's Asian business. A recession in the U.S. could crimp demand on its trans-Pacific routes and further squeeze its profit margins. Hapag-Lloyd has struggled to integrate its business with that of GP Ships Ltd., a Canada shipping company TUI bought in 2005.

Ferry death toll rises in Bangladesh tragedy

PAGLA, Bangladesh — The death toll from a ferry sinking outside the Bangladeshi capital rose to 39 when police found nine more bodies inside the boat's hull this morning while rescuers searched for about 20 people still missing, authorities said.

The ferry, carrying more than 100 passengers, capsized yesterday after hitting a cargo vessel on the Buriganga River.

The new bodies were found inside the hull of the wooden ferry MV Saurav after it was pulled out of 45 feet of water early today, said A.S.M. Maniruzzaman, a police officer at the scene of the accident. Most of the 39 dead were women and children who were traveling on the lower deck of the boat, Maniruzzaman said. The ferry had been traveling from Dhaka to the nearby town of Talatala, Fire Brigade official Sufia Begum said.

Dockworkers, shippers start West Coast talks

Labor negotiators for dockworkers and some of the world's biggest shipping lines open talks today on a new contract with the aim of avoiding the kind of bitter dispute that paralyzed West Coast ports for 10 days in 2002.

With 14 weeks to go before the current agreement expires, this marks the earliest start yet for contract talks between the International Longshore and Warehouse Union and the Pacific Maritime Association, both based in San Francisco.

The nation's retailers are likely to be looking for any positive signal given the weakness of the U.S. economy and the key role that the 29 West Coast ports play in international trade. The Los Angeles and Long Beach ports, the nation's largest cargo complex, account for 40 percent of U.S. cargo container traffic.

Labor expert Nelson Lichtenstein sees the early start as a hopeful indicator.

This dolphin has a whale of a hero's tale to tell

He guides stranded mother and calf to sea

BY RAY LILLEY
ASSOCIATED PRESS

WELLINGTON, New Zealand — Most days, Moko the bottle-nosed dolphin swims playfully with humans at a New Zealand beach. But this week, it seems, Moko found his mojo.

Witnesses described yesterday how they saw the dolphin swim up to two stranded whales and guide them to safety.

Before Moko arrived, rescue workers had been working for more than an hour to get two pygmy sperm whales, a mother and her calf, back out to sea after they were

stranded Monday off Mahia Beach on the east coast of the North Island, said Conservation Department worker Malcolm Smith.

But Smith said the whales stranded themselves four times on a sandbar slightly out to sea from the beach, about 300 miles northeast of the capital, Wellington. It looked likely they would have to be euthanized to prevent a prolonged death, he said.

"They kept getting disoriented and stranding again," said Smith, who was among the rescuers. "They obviously couldn't find their way back past (the sandbar)

Then along came Moko, who approached the whales and appeared to lead them as they swam 200 yards along the beach and through a channel out to the open sea.

Smith said he could hear the whales and the dolphin making noises, apparently to one another, Agence France-Presse reported.

"I don't speak whale and I don't speak dolphin," Smith told the BBC, "but there was obviously something that went on because the two whales changed their attitude from being quite distressed to following the dolphin quite willingly and directly along the beach and

straight out to sea."

He added: "The dolphin did what we had failed to do. It was all over in a matter of minutes."

"Moko just came flying through the water and pushed in between us and the whales," Juanita Symes, another rescuer, told the Associated Press. "She got them to head toward the hill, where the channel is. It was an amazing experience."

Anton van Helden, a marine mammals expert at New Zealand's national museum, Te Papa Tongarewa, said the reports of Moko's rescue were "fantastic" but believable because the dolphins have "a great capacity for altruistic activities."

These included evidence of dolphins protecting people lost at sea, and their playfulness with other animals.

"But it's the first time I've heard of an inter-species refloating technique. I think that's wonderful," said van Helden, who was not involved in the rescue but spoke afterward to Smith.

THE STAR-LEDGER MARCH 14, 2008

Greeks evacuate scores after ship runs aground

POROS, Greece — Greek au-

thorities evacuated more than 300 people — mainly Americans, Japanese and Russians — from a tourist ship after it ran aground yesterday in choppy seas off an island near Athens. There were no reports of injuries.

The 278 passengers were being transported by boat to the island of Poros, said the Merchant Marine Ministry, which coordinates rescue operations at sea. There were 35 crew members aboard.

Deputy Merchant Marine Minister Panos Kammenos told the Associated Press the accident was under investigation. The ship, the Giorgis, ran aground on a reef a few miles north of Poros. It was taking on large amounts of water but did not appear to be in immediate danger of sinking, officials said.

The ministry said 103 of the people on board were Japanese, while 58 were Americans and 58 were Russians. Tourists from Spain, Canada, India, France, Brazil, Belgium and Australia also were on board. The ship is one of several that run day trips between Piraeus and the nearby islands of Aegina, Poros and Hydra.

Marine Society of the City of New York
17 Battery Place
New York, NY 10004

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