

CAPTAIN'S



QUARTERS



JAN 2011

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



NEW MEMBERS

William RA. Woody	Regular Member	4/9/2010
John Gallagher	Honorary Member	4/19/2010
Capt. Richard Phillips	Honorary Member	4/19/2010
Capt. Robert Flannery	Regular Member	6/28/2010

Thomas M. Sheridan	Associate Member	6/28/2010
Capt. James Tobin	Regular Member	7/19/2010
Richard S. Perry	Regular Member	10/18/2010
Ian Lennard.	Associate Member	10/18/2010
Jack Ringelberg	Regular Member	11/15/2010

QUARTERLY MEETING JANUARY 31ST

At 12:30 on Monday, January 31st, the Marine Society of the City of New York will have its Quarterly Meeting at the Ketch Restaurant (Kaptain's Ketch) 181 Pearl Street, NYC. The cost is \$40. per person which includes a seated lunch and one complimentary drink. Members are encouraged to bring a guest.

Convenient parking is available at Imperial Parking on Pearl St. betw. Platt and Maiden Lane @ \$12.- for 4 hours for regular cars. Pls. RSVP by Jan 24th (212)425-0448

241st Annual Dinner Celebration

The famous Annual Dinner Celebration of the Marine Society of the City of New York will take place on Monday, 11 April 2011 at the New York Downtown Marriot, 85 West Street, New York, N.Y.

The Invited Honored Guest and Speaker will be Admiral Robert Papp, Commandant, United States Coast Guard,

Since this gala event is traditionally booked to absolute capacity, you are urged to get make your reservation early. Call Karen Laino at the office (212) 425-0448 if you have not already done so.

U.S. Gas Boom Orphans LNG

By ANGEL GONZALEZ

SABINE PASS, Texas—After billions of dollars spent on construction and a one-year delay caused by a storm, Golden Pass LNG received a long-awaited first shipment of super-chilled natural gas Thursday at its terminal near the Texas-Louisiana border.

But the massive load of liquefied natural gas hauled from Qatar by a 1,000-foot vessel may not find a warm reception in the U.S., which is brimming with a surplus of domestic gas.

The \$2 billion terminal, a joint venture of Qatar Petroleum, Exxon Mobil Corp. and Conoco-Phillips Co., was part of a massive build-up of natural-gas importing facilities in the middle of the decade as the U.S. economy boomed and its energy resources seemed close to exhaustion.

But the same scramble for energy prompted companies to seek out unconventional ways to produce oil and gas. That led to the exploitation of massive reserves of natural gas locked in underground rock formations, or shale, through a controversial technique called fracking.

Natural gas prices have fallen

Angel Gonzalez/The Wall Street Journal



The first shipment of liquified natural gas arrived Thursday at the Golden Pass terminal in Texas from Qatar.

from a high above \$13 per million British thermal units in 2008 to below \$4 per million in recent months.

Today, the billions spent on U.S. LNG import facilities by Exxon, Conoco, Total SA and some big industrial gas users such as Dow Chemical seems foolhardy. But few foresaw the impact of shale gas. What's more, the U.S. is one of the few markets that can readily absorb excess LNG, and energy companies see value in having a place to unload gas no one else wants, even at bargain-basement prices.

Some companies, such as Cheniere Energy Inc., have thought about adding facilities to their terminals to liquefy domestic

natural gas and export it. A company spokesman said there were no such plans for the Golden Pass terminal.

The turnabout shows how difficult it is to time energy investments. "That's why it's tough to be in the energy business," said David Pursell, an analyst with Tudor, Pickering, Holt & Co., an energy investment bank.

To be transported, the gas first must be chilled to minus 260 degrees Fahrenheit to become liquid. It is then lugged in giant ships to multibillion-dollar facilities near or on shore that convert it back into gas.

Critics said the facilities pose security risks, and lengthy permitting was required. About 10

other U.S. terminals for LNG have been built, including in Freeport, Texas; Elba Island, Ga.; and Cove Point, Md.

Proponents of LNG say the same unpredictability that is undermining gas imports could make them necessary one day.

ExxonMobil says having options, including LNG, is essential to energy security. Exxon says LNG will likely return to demand because it is abundant and produces far fewer greenhouse gases than oil or coal.

The giant cargo of LNG that arrived here Thursday will be used to cool the storage tanks and test the facility. The terminal will start receiving marketable gas by the first quarter of 2011.

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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Ms. Karen Laino

Captain's Quarters Editor

Mr. John R. Strangfeld

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.

QUARTERLY MEETING held 7 September 2010

The quarterly meeting took place at the Noble Maritime Collection, (former site of Sailors Snug Harbor) on September 7th with President Timothy J. Ferrie presenting the Marine Society's Meritorious Public Service Award to the Staten Island Ferry deckhand, Mr. Ari Vidana for his heroic actions on 8 May, 2010 and introducing Captain Linda Fagan, U.S.C.G., Captain Of the Port of New York/New Jersey who was also guest speaker.

SS United States gets 11th-hour reprieve

Hundreds of people gathered on Pier 82 in Philadelphia on July 1st for the National Flagship Celebration for the historic ocean liner SS *United States*. H.F. (Gerry) Lenfest, a Philadelphia philanthropist, whose naval architect father designed the ship's watertight doors, recently pledged \$5.8 million to the SS United States Conservancy (SSUSC). The ship's current owner, Norwegian Cruise Lines, has agreed to sell the ship for \$3 million to this non-profit organization dedicated to providing her a dignified future. The liner was in imminent danger of being sold for scrap.

Built during the Cold War, she was partially funded by the US government so she could be used for troop transport. She was designed to be able to transit the Panama Canal and carry 15,000 troops more than 10,000 miles without refueling. At the same time, she was also a luxury passenger liner, viewed as the gold standard in transAtlantic travel. On her maiden voyage she proved to be the fastest ocean liner in the world, a record that has never been beaten. Susan Gibbs, president of the SSUSC and granddaughter of the ship's designer, William F. Gibbs, describes the ship as an important symbol of the United States at its best.

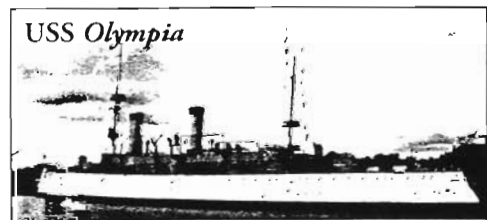
With her elegant lines, luxurious features, engineering accomplishments and massive twin funnels, this ship is indeed an American icon. She has languished in Philadelphia since 1996 and now looks for a reprieve. SSUSC executive director Dan McSweeney revealed that their purchase option with NCL will expire in February 2011, and, if a title transfer occurs by then, they will have 20 months in which to begin the process of redevelopment. This generous donation brings great hope to the ship but it is just the beginning of a new chapter that will demand increased dedication and support.



SEA HISTORY 132 AUTUMN 2010

And what's this I hear about USS Olympia?

Also in Philadelphia the great USS *Olympia*, Queen of the Pacific, once again faces an uncertain fate. The Independence Seaport Museum, unable to raise the \$10- \$30



million needed for a necessary restoration, has put in a request to the navy that they repossess her. The world's oldest floating steel warship and the sole surviving naval ship of the Spanish American War, *Olympia* served as Admiral Dewey's flagship at

the Battle of Manila Bay, which marked the emergence of the United States as a world power. *Olympia* fired the first shots when Admiral George Dewey uttered those immortal words to Captain Charles Vernon Gridley, "You may fire when you are ready, Gridley." In 1921 *Olympia* brought America's Unknown Soldier home from Le Havre, France, to the Washington Navy Yard.

Look for updates on both ships in upcoming issues of *Sea History*. For those who are actively involved in saving our maritime treasures, through giving of time, talent or financial support, we salute you! —Burchenal Green, President

SEA HISTORY 132 AUTUMN 2010

3. Captain George Previll passed along the following excerpted from the asters Mates and Pilots publication *Wheelhouse Weekly*

SCG End Run may foretell doom of US Merchant Marine

STCW" stands for International 'Standards of Certification, Training and Watchkeeping')

The Coast Guard is considering a policy on recognition of foreign-issued ICW certificates for employment on certain U.S. documented vessels. The Coast Guard solicits comments on the proposed policy in the Federal Register (Vol.75, No. 186/Sept. 27, 2010/p. 59281.

Several years ago, however, a prior Congress waived, under very limited circumstances, the citizenship requirements for employment on some U.S. documented vessels, specifically Offshore Supply Vessels (OSVs) operating from foreign ports and Mobile Offshore Drilling Units (MODUs) operating beyond the waters of the U.S. Outer Continental Shelf. At present, the master of the vessel for which citizenship requirements have been waived has the sole discretion for determining the validity of foreign certificates and the qualifications of a foreign seafarer.

The MM&P position is that, in the limited circumstances where citizenship has been waived, the Coast Guard should make the determination as to qualifications using the STCW Convention and Code provisions. This includes compliance and standards of training and certification quality. In addition, MM&P takes the position that the foreign seafarer should meet the many other U.S. requirements applied to U.S.-credentialed seafarers. This includes but is not limited to appropriate knowledge of the maritime legislation and regulations of the United States and the ability to communicate as required under 46 CFR 15.730. This also includes the U.S. requirements pertaining to drug testing, driver record in the country of domicile for DUI, background check for a Transportation Worker's Identification Credential (TWIC) and medical examinations under U.S. procedures and standards. Any other approach would discriminate against U.S. Seafarers. In order to eliminate any confusion over the scope of the authorization created by the endorsement issued to a foreign citizen holding a foreign certificate, MM&P asserts that any USCG endorsement should also cite the existing limitation to those vessels where citizenship requirement has been specifically waived.

SUMMARY Regulation 1/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended, (STCW) requires Parties to the Convention to establish procedures to recognize STCW certificates issued by or under the authority of another Party. In order to start this process, the Coast Guard is developing a policy regarding the United States' recognition of foreign certificates held by foreign maritime officers who may be employed on some United States-flag vessels. Comments were to have been submitted by 27 October. **Docket No. USCG-2010-0797**

Undercover Boss Goes Aboard Norwegian Cruise Line

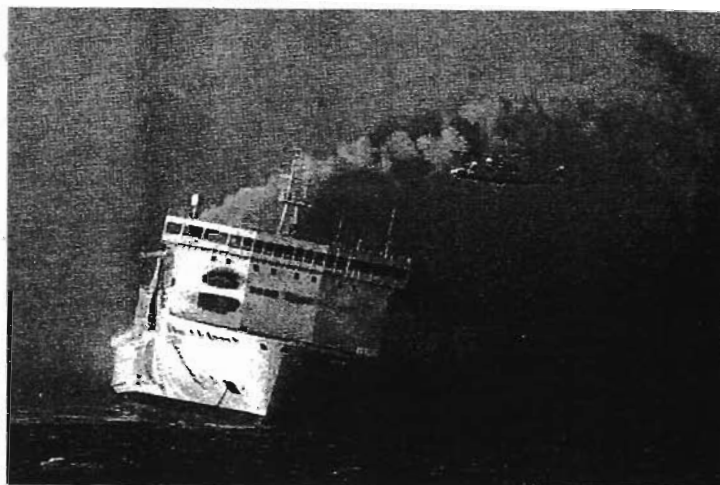
Norwegian Cruise Line President and CEO Kevin Sheehan works on the front lines during an episode of the CBS Television Network's weekly "Undercover Boss" which follows a different executive as he or she leaves the comfort of the corner office.

Working alongside their employees, they see the effects their decisions have on others, where the problems lie within their organizations and get a close-up look at both the good and the bad, while discovering unsung heroes who make their companies run.

On the January 2nd episode Sheehan hosts the lines signature "White Hot Party" to lead a crowd of more than 1,000 guests in a line dance. Sheehan also spent time aboard the *MS PRIDE OF AMERICA* in Hawaii, where he worked alongside a deck repairman, John, a fellow New Yorker who was quite critical of Sheehan's performance.

"Going undercover gave me a much deeper appreciation for our crew and how hard they work every day creating memorable cruise vacations for our guests," said Sheehan, "I can now better relate to our crew members. I was humbled by the experience and have an even greater for our crews since I've walked in their shoes."

(by Neil Hemann who was 1stst (and 2nd) Engineer on the PRIDE- for 3.5 yrs -Sent in by Tim SUMNER)



The ferry Lisca Gloria burns in the Baltic Sea Sunday after an accidental explosion injured 28 passengers and forced the evacuation of all 236 aboard. The ferry was en route from Kiel, Germany, to Klaipeda, Lithuania.

WALL STREET JOURNAL, October 11, 2010

Over 930,000 Signatures on Piracy Petition

A petition calling for an end to piracy off the coast of Somalia garnered 930,604 signatures. On the occasion of World Maritime Day (Sept. 23rd) in the International Maritime Organization's "Year of the Mariner", the petition was presented to IMO Secretary-Genl. Efthimos E. Mitropoulos by the head of the International. Transport Workers Federation (ITF), David Cockroft.

The petition (www.endpiracypetition.org) was launched just four months ago as the centerpiece of a campaign to persuade all governments to commit resources needed to end the increasing problem of Somalia-based piracy. Originally intended to achieve half a million signatures, it has far exceeded that figure.

The campaign calls on governments to dedicate significant resources and work to find real solutions to the growing piracy problem, to take immediate steps to secure the release and safe return of kidnapped seafarers to their families and to work within the international community to secure a stable and peaceful future for Somalia and its people.

Some 354 seafarers and 16 ships are currently being held hostage in Somalia. Meanwhile, pirates are being released un-prosecuted, free to commit another crime on the high seas. David Cockroft, ITF Gen'l. Sec'y commented, "At a time when some countries are actively escorting merchant ships and pursuing pirates and a few -too few- are prosecuting them when caught, the majority, including many of those who; make the most from shipping, are doing little or nothing. For us, this campaign is about making everyone step up and shoulder their responsibilities." (MEBA Telex Times sent by G. Murphy)



"THIS IS THE EASIEST WAY I'VE FOUND TO CLEAN UP THE GARAGE."

The secret blunder that sank Titanic

By Richard Alleyne
Science Correspondent

IT WAS always thought the Titanic sank because it was sailing too fast, and its crew failed to see the iceberg before it was too late.

But now it has been revealed that the danger was spotted in plenty of time, only for the liner to steam straight into it because of a basic steering blunder.

According to a new report, the ship had plenty of time to miss the iceberg, but the helmsman simply turned the wrong way.

By the time the catastrophic error was corrected, it was too late and the side of the ship was fatally holed by the iceberg.

The disclosure, almost 100 years after the disaster, was kept secret until now by the family of the most senior officer to survive.

Second Officer Charles Lightoller covered up the error because he was worried it would bankrupt the liner's owners and put colleagues out of a job.

Since his death in 1952 – by then a war hero after his role in the Dunkirk evacuation – the facts have remained hidden for fear they would ruin his reputation.

But now his granddaughter, the writer Lady (Louise) Patten, has revealed the sequence of events in her new novel, *Good as Gold*.

Her grandfather died before she was born, but she lived

with her grandmother, who told her the story.

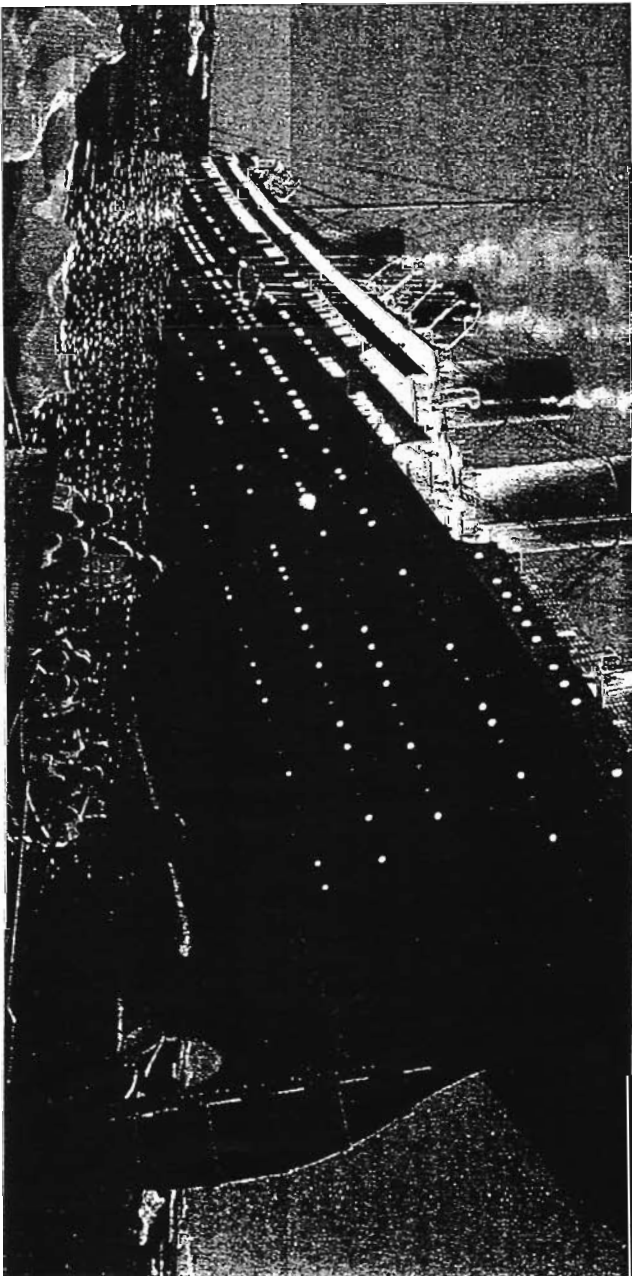
The error on the ship's maiden voyage between Southampton and New York in 1912 happened because at the time – in the midst of the conversion from sail to steam ships – there were two steering systems with different commands.

Crucially, the two systems were the opposite of one another. So a command to turn "hard a-starboard" meant turn the wheel right under the older tiller system, and left under the rudder system.

When first Officer William Murdoch spotted the iceberg two miles away, his "hard a-starboard" order was misinterpreted by the Quartermaster Robert Hichins, who turned the ship right instead of left. Even though he was almost immediately told to correct the mistake, it was too late.

"The steersman panicked, and the real reason why Titanic hit the iceberg is because he turned the wheel the wrong way," said Lady Patten, the wife of the former Tory education minister, Lord (John) Patten.

To compound that error, Lady Patten said, the captain was convinced by Bruce Ismay, the chairman of Titanic's owner, the White Star Line, to continue sailing rather than stop. This added enormously to the pressure of water, sinking Titanic many hours earlier than it otherwise would have done.

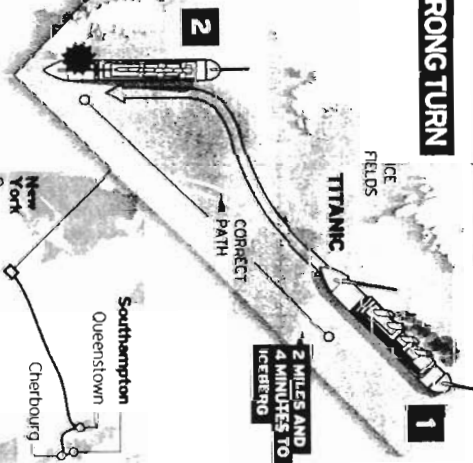


BACS INTERPHOTO/ALAMAN

TITANIC'S WRONG TURN

1 Helmsman misinterprets an order to turn left, and instead turns right

2 By the time the error was corrected, it was too late. The ship struck the iceberg before reaching New York



Contrary to popular belief, the crew of the Titanic saw the iceberg in plenty of time, but the quartermaster steered the liner in the wrong direction, an error covered up by Second Officer Charles Lightoller (right)



Andrea Doria yields historic prize for two Jersey divers

By Grace J. Chung
STAR-LEDGER STAFF

As they scoured the muddy depths of the Atlantic Ocean, New Jersey divers Ernest Rookey and Carl Bayer were hoping for a bathroom tile or some other small memento to remember their journey 240 feet below the surface to the famed wreck of the Andrea Doria.

"Suddenly, I heard shrieking," Rookey said of his dive buddy, Bayer. "Because of the equipment we were wearing, his voice sounded three octaves higher. He sounded like a little girl stuck by a pin."

Then Rookey saw it — an unmistakable shape protruding from the ocean floor. The SS Andrea Doria's coveted bridge bell sat before them, partially buried and seemingly untouched since the ship's storied sinking in 1956.

"Then we were both screaming like little girls," Rookey recalled, laughing. The Jackson resident quickly realized the urgency of the situation. He and Bayer, who lives in Hillsborough, were 15 minutes into what was supposed to be a 20-minute dive on the wreck of the Andrea Doria on Friday, and the clock was ticking.

"We dropped everything and just started digging," Rookey, 54, said.



PHOTO COURTESY OF JOEL SILVERSTEIN

New Jersey divers Ernest Rookey, second from left, and Carl Bayer rest their hands on the bridge bell they recovered from the Andrea Doria. Joining them are historian Gary Gentile, far left, expedition leader Joel Silverstein, far right, and Captain David Sutton, behind Silverstein.

They finished the job in three minutes and returned to the surface with the 75-pound bronze bell to the cheers and high-fives of fellow divers.

"This is an incredibly significant find," said the expedition group leader, Joel Silverstein. "Think of it like finding a needle in a haystack."

The bridge bell is one of the few artifacts recovered from the wreck that is emblazoned with the Andrea Doria name, said Silverstein, a diver based in Arizona. The Andrea Doria was a 637-foot, 29,100-ton luxury liner. It capsized and sank on July 26, 1956, a day after colliding with the MS Stockholm, in a fog as it approached Nantucket, off the

coast of Massachusetts. Rescuers saved 1,660 passengers and crew, but 46 people died.

The Andrea Doria has long been considered one of the most challenging of popular dive sites because of its location 55 miles offshore and the North Atlantic's currents and rapidly changing weather.

Silverstein said the recovery of the bridge bell in such good condition represents the most significant find at the wreck since 1985 when the stern bell, which also is engraved with the Andrea Doria name, was discovered. The year before, a safe from the ship was opened on live television to a worldwide audience, revealing not gold doubloons but a more modern trove of

dollars, lira and traveler's checks. Though thousands of divers have descended on the wreck over the years, even the most experienced rarely find more than a few pieces of glassware or china to bring home, said Silverstein, who has made 56 dives to the ship.

"These were well-skilled divers who were in the right place at the right time," he said. "The Andrea Doria is one of the toughest, hardest dives you can do."

Divers typically sign on to an expedition of this size six months in advance. But when two original members dropped out suddenly, Rookey and Bayer, 42, joined the team just a week before it left Wakefield, R.I., on the research vessel RV Explorer. The two men plan to find a home for the bell in New Jersey where it can be viewed by historians and fellow divers.

"Plans are still tentative. But in general, we're looking for some place where we can put it permanently on display," said Rookey. "This is just not something you should store in a garage."

For Rookey, the find marks the highlight of a 40-year diving career.

"All we hoped for was to get a little trinket to take home to remember our dive," he said. "I'm still stunned, the bell was totally unexpected. There's just no way else to describe how we feel."

Grace J. Chung may be reached at gchung@starledger.com.

Coast Guard Safety Alerts on Fixed Fire Fighting Systems

According to Dennis L. Bryant of Bryant's Maritime Consulting, the U.S. Coast Guard has issued two Safety Alerts regarding shipboard fixed firefighting systems. Alert 10(a)-10 advises that investigation of recent machinery space on a relatively new vessel revealed that the shipyard commissioning test procedures differed materially from procedures from procedures documented in the vessel's Firefighting Instruction Manual (FIM). Utilizing the FIM, the master was unable to activate the fixed firefighting system for the machinery space. Stakeholders are strongly recommended to ensure that all supporting documentation for such systems is consistent with each other and with the relevant systems actually installed. Alert 10(b)-10 advised that investigation of recent space fire on a relatively new vessel revealed that numerous problems with the installation of the vessel's fixed firefighting system had been overlooked during commissioning and during recent servicing and inspection by an authorized service provider.

Stakeholders are strongly recommended to carefully and critically review, routinely inspect and maintain, and verify and test their fixed firefighting installations to ensure that they will operate correctly during an emergency.

from George MURPHY

sent in by George MURPHY from MEBA Telex Times

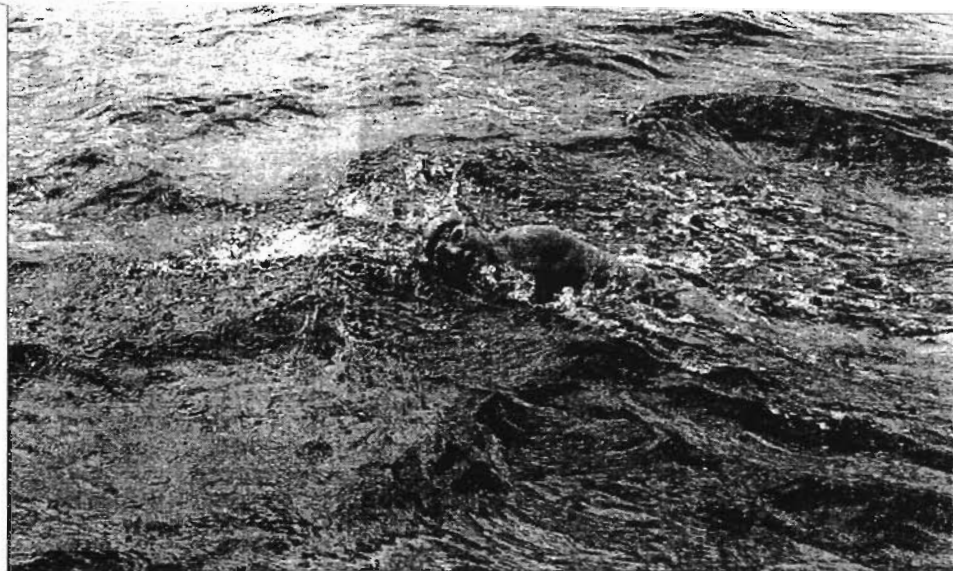
All I Want For CHRISTMAS Is My Freedom (500 Seafarers Held Hostage by Pirates)

Five hundred Seafarers, of many different nationalities, are spending the holidays in Somalia this Christmas season as forced guests of Somali pirates holding them hostage in anticipation of a big payday. Many have been held captive for several months, often in appalling conditions by armed criminals who can be violent and unpredictable.

There has been an unprecedented degree of cooperation amongst the world's military navies, whose dedicated personnel are seeking to provide protection to merchant shipping. But the number is simply insufficient to prevent vulnerable ships from being attacked. Moreover, 85% of those pirates pursued and captured end up being released, free to return to their lawless ways. The risk/reward is still far too much in the pirate's favor.

Basking Ridge man swims English Channel for a cause

To raise money for bipolar research, he braves rough, cold water



SPECIAL TO THE STAR-LEDGER

Martino Caretto, 59, and a friend swam the English Channel this month to raise money and awareness for a non-profit institute researching a link between genetics and bipolar disorder. Caretto's son, Richard, suffered from the disorder before committing suicide at age 21. Caretto hopes research will reveal a more scientific approach to diagnosis and treatment.

By Tiffani N. Garlic
FOR THE STAR LEDGER

A 59-year-old Basking Ridge man endured the turbulent waters of the English Channel earlier this month, raising more than \$27,000 for bipolar disorder research in memory of his son.

Martino Caretto, executive director of the confectionery company Ferrero, said that last summer a friend encouraged him to make the swim from Dover, England, to Calais, France.

"I was really excited about it because the Channel is like Everest to swimmers," said Caretto.

His wife, Phyllis, suggested he turn it into a fundraiser for the Translational Genomics Research Institute, an Arizona-based non-profit.

The couple's son, Richard, lived with bipolar disorder for four years before committing suicide at age 21 in 2009.

"He was a sensitive, caring kind of guy, he was always doing something for others," Phyllis Caretto said. "He felt very sorry for others who were suffering with the same disorder that he had, but didn't have

the support network that he had."

The couple's other son, Carlo, is in his senior year at Harvard.

Martino Caretto said other members of his family have the disorder, so the couple suspects there is a genetic link.

"I'm hoping through genetics we can establish a more scientific approach to treating this disease and eventually cure it," he said.

Michael Bassoff, president of the TGen Foundation, said the money raised is "going to be used to identify genetic and genomic aspects of this disease so we can diagnose it faster, earlier and more accurately."

Caretto, who swam 50 miles a week, teamed with his friend Michele Drocco, 37, of Italy.

Caretto visited the Channel before his scheduled swim, but didn't realize how difficult it was going to be.

"The minute I got in, my head was bursting and my lungs contracted, I felt like my chest was closing in on itself," he said. "I came out blue!"

At 8:30 a.m. Aug. 8, equipped with Speedos, goggles and body grease, Caretto and Drocco

plunged into the 62-degree water.

Rules dictated the pair swim in relay style — one in the water for one hour, while the other followed on a boat. Then they would switch. A Channel Swimming Association observer tracked every stroke.

With strong tides and cold temperatures, Caretto said the third and fourth hours were the most difficult.

"The strokes are strenuous because of the large waves and strong winds, and at times I am not even able to completely pull my arm out of the water," he said.

Caretto said his late son gave him strength.

"I wouldn't have done this for myself," he said. "I did it all for Richard."

Michael Read, president of the Channel Swimming Association, said the pair finished in 12 hours and 8 minutes as only the eighth relay team to ever complete the swim. Though the Channel is 21 miles across, the rough seas forced the two to swim in an S-shape, extending the trip to 28.14 miles.

Read said the swim is no easy feat. With 600 ships tra-

versing the seaway each day, he said, swimmers have to cope with seasickness, the cold and even unseen perils.

"There are these ships puffing out diesel fuel, there's oil and jellyfish and floating wood and fishing nets and at least 267 known (ship) wrecks that have to be skirted around," he said.

Read added that there are psychological barriers including depression and exhaustion.

"It's soul-destroying and sapping, but that's the challenge and that's why we do it," he said.

Emotional, triumphant and exhausting are how Caretto described standing with Drocco on the French shore. But Caretto said the journey isn't over yet.

"Until we find out more about this disease, it is just the beginning," he said. "It'll be a long quest, I feel, but we'll do it for as long as we can."

Tugboats manage to free barge

A fleet of tugboats finally succeeded yesterday in freeing a barge stuck in a Detroit River channel south of Detroit.

Salvage crews used six or seven tugboats to get the freighter moving again, U.S. Coast Guard officials said. There were 17 people aboard the barge, including the captain.

The barge was freed about 2:45 p.m., according to witnesses.

The barge ran aground at 3:13 a.m. Friday in a part of the Detroit River called the Trenton Channel as it was on its way to deliver coal from Toledo to a Detroit Edison generating plant in Trenton, the Coast Guard said. Five tugs managed at about 8:30 p.m. Friday to momentarily free the McKee Sons, a former lake freighter converted to a combined tug-barge, but it ran aground again.

The 780-foot freighter is carrying about 12,000 tons of coal.

An investigation is under way to determine how it got stuck, U.S. Coast Guard spokesman Lt. Justin Westmiller said.

STAR-LEDGER, DECEMBER 27, 2010

My 5-star passengers shouldn't have to mix with 'smelly' truckers says cruise liner boss

By Arthur Martin

ITS five-star cruises offer passengers stately comforts and the chance to 'travel in distinguished company'.

And the multi-millionaire owner of Swan Hellenic clearly feels such privileges should apply to his customers before they board his ships.

On a tour of new port facilities in Portsmouth, Lord Sterling expressed concern that his passengers would be forced to mix with lorry drivers who 'suffer from BO' and young people 'lolling around' the terminal.

The peer said he was anxious to 'create a five-star setting as soon as people arrive to travel' and suggested cruise passengers should be segregated from those boarding car ferries to France and Spain.

The ex-chairman of P&O, who bought Swan Hellenic in 2007, made the remarks as he surveyed the new £16.5million terminal.

His company, which also includes Voyages of Discovery and Hebridean Island Cruises, will sail from Portsmouth to locations including Norway, Iceland and the Mediterranean for five years from next summer. Some of its cruise packages can cost more than £8,000 per person.

Lord Sterling said: 'We want to create a certain atmosphere,

'Young people lolling around'

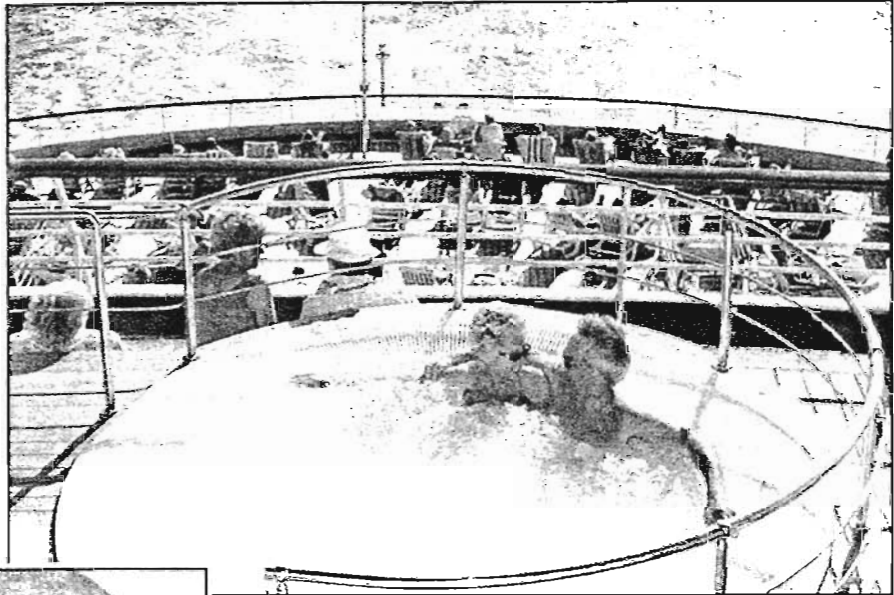
a five-star setting, as soon as people arrive to travel.

'I am concerned our customers, who are expecting that, will instead be asked to mix with lorry drivers, who in the summer suffer from BO, wear shorts and no shirt and in some cases won't have shaved for days.

'It will upset some of our customers and won't be the offer we want to present. Something has to be done.'

He added: 'There will also be young people, looking to travel as cheaply as possible as foot passengers on services to Bilbao, lolling around.

'We have all been young and



Criticised: Lord Sterling

they behave themselves well, but if they lay around, as they have a right to do, our customers may trip over them.

'Segregation between these customers and our cruise ship passengers would be better to create a five-star atmosphere.

'There will be times, particularly if there is a delay, where you are starting to create the atmosphere that will be on board the ship. It is going to

'A certain atmosphere': Passengers on a Swan Hellenic cruise

need careful management to be able to achieve that.'

Last night the businessman - who was made Baron Sterling of Plaistow by Margaret Thatcher in her resignation honours list in 1990 - was accused of being 'arrogant' and out of touch with 'hard working people' by haulage firms.

Frank Dixie, managing director of PSP in Fareham, Hampshire, said: 'Lord Sterling is extremely arrogant. It's not particularly clever to come out with a comment like that in such a prestigious port.

'It seems he wants to install a rigid class structure in a major port and I'd hope his chances of success were very small indeed. My drivers work very hard, and to reward hard-working people with comments like this is pathetic.

'He's clearly not in touch with the working man.'

Alain Tremorin, a director of ACP Freight Services Ltd in Portsmouth, said: 'A lorry driver is as much a human

being as a cruise passenger. It's quite shocking to talk about segregation. I'm shocked someone of his standing isn't setting a good example.'

Port manager Martin Putman played down the prospect of segregation at the terminal.

He said: 'The cruise ships will be here for 40 days per year, and only part of each of those days at that. They will leave at different times of the day to the ferries and I don't think there'll be much, if any, crossover.'

A spokesman for All Leisure Holidays, which is the parent company of the three ships due to sail from the port, said: 'Ferry passengers expect to embark and disembark as quickly as possible, whereas cruise passengers can arrive up to three hours before boarding and they expect a different experience.'

'For that reason All Leisure Holidays is delighted Portsmouth is offering a dedicated cruise area for passengers to enjoy.'

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COAST GUARD, EPA SHIP EMISSIONS STUDY

The U.S. Coast Guard along with the Environmental Protection Agency is conducting a study on Ship Emission Reduction Technology for cargo and passenger vessels operating in U.S. waters and ports. The agencies will survey new technology and new applications of existing technology to reduce vessel air emissions regulated under the Clean Air Act and the Act to Prevent Pollution from Ships. They will also identify impediments, including any laws or regulations, to the implementation of this technology.

The Coast Guard and the EPA are inviting the public to provide information on the state of the current and future air emission reduction technology including specific comments on any impediments.

Comments and materials must be submitted to the online docket via <http://www.regulations.gov> on or before January 18, 2011 or delivered to the Docket Management Facility by that date. Further information can be obtained from Lt. Nicholas Woessner, U.S. Coast Guard, telephone 202-372-1307, e-mail Nicholas.A.Woessner@uscg.mil

In Waterfront Hearings, Accounts of a Union's Kickbacks and a Mafia Tie

By RICHARD PÉREZ-PEÑA

Edward Aulisi was a dockworker — at least in theory. According to law enforcement officials, Mr. Aulisi, whose father led the longshoremen's union local, knew of the local's kickback payments to organized crime, and he was in contact with a Mafia captain who was a fugitive from justice.

And, they say, despite collecting about \$100,000 a year in pay, Mr. Aulisi rarely, if ever, showed up for his job on the waterfront in Elizabeth, N.J.

This account of Mr. Aulisi's career was made public on Thursday at the first in a series of hearings being held by the Waterfront Commission of New York Harbor, whose officials say they will expose favoritism, no-show jobs and organized-crime involvement on the docks.

The port's thousands of dockworkers and the 64 freight-handling, or stevedoring, companies that employ them all need commission licenses to operate, and after years of lax oversight, the commission has made its background checks and licensing requirements more robust.

A commission rocked by its own scandals tries to demonstrate its continued value.

The commission was rocked by scandals of its own before new management took over, and the hearings in Lower Manhattan are meant, in part, to demonstrate that the need for its policing functions remains. A powerful Democratic state senator in New Jersey, Raymond Lesniak, has called for elimination of the commission, a position shared by some officials of the International Longshoremen's Association.

On Thursday, the commission focused on Mr. Aulisi and longshoremen's Local 1235, which was led for a few years by his father, Vincent. Edward Aulisi was called as a witness to answer the allegations, none of which have resulted in criminal charges, and in response to each question, he invoked his Fifth Amendment right against self-incrimination.

The commission produced records for two days in September 2009 when Mr. Aulisi was signed in — by somebody — at the waterfront and was paid for working 10-hour shifts, including overtime. But Vincent King, a detective with the commission's police force, testified that on both days, he had Mr. Aulisi under surveillance, and "he was in fact at home at the time."

Detective King showed photos he said he had taken on those days, one of Mr. Aulisi holding a spatula at a grill, another of him driving a riding lawnmower.

Detective King said he interviewed two people who were supposed to have worked with Mr. Aulisi tracking the movement of shipping containers for one of the waterfront companies, APM Terminals. One said he had not seen Mr. Aulisi in two years; the other said he had worked hours in Mr. Aulisi's place several times.

Commission officials played a recording of what they said was a 2007 phone call from Mr. Aulisi to Michael Coppola, a captain in the Genovese crime family in hiding for more than a decade because he was a suspect in a murder case. The two men spoke using

code, translated by Joseph Longo, another commission detective: "Christmases" meant kickback payments, for example, and "shingle" meant lawyer.

On the recording, the man said to be Mr. Aulisi updated the other man on news — a subpoena served to a Genovese associate, a loan shark customer falling short on a payment — and mentioned that the "Christmases" had doubled in a few years.

In 2007, Milton Mollen, a retired New York State judge hired by the longshoremen's international to oversee ethical practices, expelled both Aulis from the union. But APM continued to employ Edward Aulisi for two years, until the Waterfront Commission revoked his license.

Richard Carthas, senior director of terminal operations for APM, testified that he was aware during those two years that Mr. Aulisi had been stripped of his union membership and accused of working a no-show job.

Commissioner Ronald Goldstock asked, "Did you give instructions to your timekeepers, 'Hey, let's make sure Mr. Aulisi is actually showing up?'"

Mr. Carthas said he did not. He

said APM took no disciplinary action against Mr. Aulisi because a trade group, the New York Shipping Association, advised that it would be difficult under the union's contract.

The union's contract requires that three "checkers," Mr. Aulisi's position, be hired for a given assignment like loading or unloading a ship, so that they can work in shifts around the clock. But, Mr. Carthas said, how the three divide up the work is entirely up to them.

"As long as that job was covered and there was somebody physically doing that job, that's what our requirement was," he said.

The commission contends that the contract produces constant overstaffing, so that people are routinely paid for hours they do not work, including significant overtime pay — a system that is ripe for abuse.

The commission was formed in the 1950s, in response to the same exposés that inspired the film "On the Waterfront." Most top officials, including its two commissioners, were replaced in 2008 and 2009, after a series of scandals.

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