

CAPTAIN'S



July 2008



Chartered 1770

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

Quarterly Meeting/Barbecue 14 July 2008

The quarterly meeting will take place at the SUNY Maritime College, 6 Pennyfield Avenue, Throggs Neck, Bronx, NY starting at noon with an All-American Barbecue with complimentary beer and wine for the first two hours. The Maritime Industry Museum will be open for tours with Captain James J. McNamara as your personal tour guide. Cost is \$35. per person all inclusive. Members are encouraged to bring a guest. Dress is business casual.

The October Quarterly Meeting will be held at the United States Merchant Marine Academy, Kings Point with the exact date yet to be determined. Please check the web site or call for information.

Upcoming Event

On 27th of September the United States Merchant Marine Academy will be hosting the 3rd Annual Marine Society Monomoy Race between USMMA and SUNY Maritime College. This race will be taking place during the KP homecoming weekend although the exact hour is not yet known so please check the website or call for more information. The first Monomoy rowing race was won by SUNY Maritime while Kings Point captured the cup at the 2nd race.

Will Kings Point retain the cup or will Fort Schuyler reclaim it? The pressure is on! Toss oars!

Speaking of the Monomoy, the Marine Society is campaigning this year for donations to have new Monomoy boats built for each school since both schools are in desperate need of new boats.. The Marine Society has started this fund with a generous donation of \$10,000.- (each boat costs \$29,000.-) The goal is to have as many boats as possible for the schools. If you would like to make a donation to this fund, please send your check to the office made out to the "Marine Society-Monomoy Fund". Thank you for your support.

New Members

Captain Wesley B. Williamson elected reg. member 19 May 2008
Captain Peter Johanson elected regular member 16 June 2008

Crossed The Final Bar

Captain Bartholomew J. Fenwick 9 March 2008
Mrs Margarete Baker, allottee, widow of Capt. Edgar Baker
Mrs Pauline Murphy, wife of member George Murphy
Captain Robert Powell, 3 May 20008

THE NEW YORK TIMES, SATURDAY, JUNE 28, 2008

A View From the Senate: Ratify the Law of the Sea

To the Editor:

Re "Treaty on Ice," by John B. Bellinger (Op-Ed, June 23):

The United States should ratify the Law of the Sea Convention as soon as possible. As we seek to strengthen economic and national security interests, it is troubling to think that the Law of the Sea Convention is still being delayed.

Before Senate hearings and in the media, respected national security leaders and industry professionals voiced overwhelming support for this convention, reinforcing President Bush's calls for United States approval.

The Senate should heed this call and act immediately to ratify this convention. Our failure to join the convention puts our nation at a strategic disadvantage, requiring us to rely on other nations to protect our interests. Why compromise our sovereign interests by al-

lowing decisions to be made for us?

With energy prices skyrocketing and the global demand expected to increase, the United States must develop new sources of energy. Significant oil and gas deposits within the Outer Continental Shelf offer significant economic benefits for countries that effectively establish claims to these deposits under the Law of the Sea.

Unlike most treaties, the Law of the Sea Convention is part of the basis of maritime law regardless of whether America is a party. But our rights accrue only if the Senate ratifies this treaty; all Americans should demand that action now.

TED STEVENS
Vice Chairman, Senate Committee on Commerce, Science and Transportation
Washington, June 25, 2008

Boat, Moved Only by Waves, Sails to a Seafaring First

By JOHN J. GEOGHEGAN

The Suntory Mermaid II successfully completed late Friday night a 4,350 mile trip from Honolulu, Hawaii, to the Kii Channel off the east coast of Japan, marking the longest known voyage by a wave-powered boat.

The journey was undertaken by a Japanese team to demonstrate that an environmentally sensitive propulsion system powered exclusively by waves can operate in real-world conditions.

The bow-mounted mechanism, which harnesses wave power to provide a dolphinlike tail kick from two independently

mounted flippers, was designed and built by Dr. Yutaka Terao of the department of naval architecture and ocean engineering at the Tokai University School of Marine Science and Technology in Japan.

The design team originally estimated that the 31-foot-long, three-ton catamaran would average three to four knots per hour and arrive off the east coast of Japan about 60 days after its departure on March 16. But, unusually good weather and calm seas resulted in the boat traveling an average of only 1.5 knots per hour and the Mermaid's maiden voyage ended up taking 111 days. Nevertheless,

Dr. Terao and his team were satisfied with the result.

"We were able to prove that our propulsion system delivers a 7,000-kilometer voyage," Dr. Terao said in an e-mail interview from Japan. "And we can easily improve the speed. In fact, the improvements have already started."

Kenichi Horie, the ecologically minded sailor who captained the Mermaid, has set two world records for piloting environmentally sensitive boats, the first in 1993 for the longest distance traveled in a human-powered pedal boat, 4,660 nautical miles, the second in 1996 for the fast-

est Pacific crossing in a solar-powered boat, 148 days.

At a dockside celebration on Sunday at Shin Nishinomiyama Yacht Harbor, Mr. Horie told the gathering: "The time has come for us to shift from fossil fuels. I hope this voyage will increase awareness and interest in natural energy."

Mr. Horie, 69, appeared energetic if noticeably thinner after his three and a half months at sea.

"I had some food left, so I could have enjoyed the trip a bit longer," he said with a smile. "But I think I'll save it for the next voyage."

THE NEW YORK TIMES, JULY 8, 2008

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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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.

Dockworkers Show Muscle As Talks Go On

BY ALEX ROTH

West Coast port operators say dockworkers at two of the U.S.'s busiest ports are staging coordinated, simultaneous breaks, slowing operations in the midst of negotiations over a new labor contract.

Productivity at some terminals at the Los Angeles and Long Beach, Calif., ports, which form the nation's busiest port complex, has fallen by 10% to 15% since Friday, said Steve Getzug, a spokesman for the Pacific Maritime Association, which represents terminal operators, stevedores and cargo carriers at 29 West Coast ports.

The actions come as the port operators negotiate with the International Longshore and Warehouse Union on a new contract covering 26,000 West Coast dockworkers. The previous contract expired July 1, and the port operators feared disruptions in service after the dockworkers refused to extend the old six-year contract even temporarily.

Until late Friday, workers at the two ports staggered their breaks, which usually last from 15 minutes to a half hour, Mr. Getzug said. But then they began to "deviate from standard practices that allow for

continuous operations, by taking midshift breaks together," the PMA said Saturday. "As a result, cargo activity is brought to a temporary halt during these periods."

Craig Merrilees, a union spokesman, said the dockworkers were simply exercising "their prerogative" by coordinating their breaks. "It's a little hard to understand how that could affect productivity very much," he said. "It's pretty minor, by any standard."

Both sides are hoping to avoid a repeat of 2002, when negotiations became bitter after the union's contract expired, leading to a 10-day lockout that shut down all West Coast ports, costing the economy billions of dollars. They insist talks have

been much more amicable this time around.

Union representatives were so confident of reaching an agreement by July 1 that several months ago they scheduled a caucus for this week in San Francisco, in part to ratify a new contract. Union delegates are still scheduled to meet starting Monday for several days.

Dockworkers in Tacoma Wash., walked off the job for several hours Friday, although that action was in response to local negotiations that involved only those workers, Mr. Getzug said. Mr. Merrilees said the Tacoma workers would, in all likelihood, be back on the job Monday.

Cruise Ship Stranded Off Latvian Coast

The 651 passengers, most of them elderly Germans, were transferred from the *M/S MONA LISA* to two naval ships which would take them to Ventspils, a port city in northwestern Latvia, about 100 miles west of the capital city, Riga, the coast guard said. Rescuers also removed 327 crew members and 6 crew interns.

Four tugboats had worked together trying to free the 660 foot, 30,000 ton ship which ran aground in the Irbe Strait between Latvia and an Estonian island on May 4th and was apparently undamaged. The Nassau-registered ship, built in 1966, was on a cruise from Kiel, Germany to Riga, Latvia.

(from Captain Harry Marshall)



Vessels of Latvia's Coast Guard stand off the *M/S MONA LISA*, a stranded cruise ship which was hung up May 4th on a Baltic Sea sandbar near the coastal town of Kolka. Its captain agreed to evacuation of the nearly 1,000 passengers and crew after initial tugboat efforts failed.

World's First Nuclear Powered Vessel Relocates

Sent in by Capt. Harry Marshall

The *N/S SAVANNAH*, an historic ship and the world's first nuclear powered cargo-passenger ship leaves Virginia waters after 14 years. Its government caretaker, the U.S. Maritime Administration, announced a contract worth at least \$588,380. to relocate the famous vessel from Norfolk to Canton Marine Terminals in Baltimore. Once towed there, the 596 foot ship will be docked "in safe store" on the Patapsco River until Congress appropriates money to finish scrubbing its nuclear innards, said Susan Clark, a spokeswoman for MARAD. All nuclear fuel was removed 30 years ago, but tainted equipment and components remain on board surrounded by 24-inch thick concrete. The ship still emits a low-grade radiation but at levels comparable to a dental X-ray, according to the Maritime Administration.

The *N/S SAVANNAH* was launched in 1959 as part of the *Atoms for Peace* program championed by then President Eisenhower. The vessel, with its modern yacht-like design and clean energy propulsion, was touted as a model for future shipping and made headlines internationally during maiden voyage trips.

It wound up in Virginia in 1994, abandoned and obsolete, and anchored in the James River fleet off Newport News. It underwent about 1 million worth of maintenance at Colonna's Shipyard, Norfolk in 2006. Then, last year, BAE Norfolk Ship Repair won a \$4.1 million contract to drydock and undergo inspection and repairs.

Four companies bid on the latest contract won by Canton Marine, a subsidiary of the Vane Brothers Co. who will safeguard the vessel for 3 years at a cost of \$588,380/yr.

The U.S. Government would be delighted to see the *SAVANNAH* converted into a museum or a tourist attraction but no serious bidders have come forward recently said Shannon Russell, a MARAD spokeswoman. The Nuclear Regulatory Commission requires the *SAVANNAH* to be decommissioned of its nuclear past by 2025, Russell said. Such scrubbing had been a priority after the 9/11 attacks when, she said, fears were raised that radicals might blow up the ship. But subsequent tests showed "lower radiation levels than we expected," she said and, "budget priorities were shifted."

COAST GUARD MAY LOSE LAW UNIT

House approves bill to remove court over maritime bias claims

BY ROBERT LITTLE
ISUN REPORTER

The House of Representatives voted overwhelmingly yesterday to dismantle the U.S. Coast Guard's Baltimore-based administrative law system amid charges of bias in its handling of cases against civilian mariners.

Part of a sweeping \$8.4 billion spending bill that now goes to the Senate, the action strips the Coast Guard of its role in hearing negligence and misconduct cases against seafarers and would transfer those cases to the National Transportation Safety Board in October.

The move follows an investigation by *The Sun* last year showing that mariners prevailed in only 14 of about 6,300 charges brought over eight years. Most of the cases were settled or resulted in guilty pleas without reaching a courtroom, and some were dismissed, but overall Coast Guard prosecutors had a 97 percent success rate.

Under the existing system, the Coast Guard is responsible for both prosecuting cases and providing an impartial forum for mariners. By separating those functions, lawmakers said yesterday, they hoped to guarantee judicial independence and restore credibility to the process.

"Mariners who are unsafe should not be on our nation's waterways," said Rep. Elijah E. Cummings, a Baltimore Democrat who first proposed the change. "But fair treatment must be assured to all individuals in any legal proceeding, and the transfer of the Coast Guard's ALJ [administrative law judge] function to the NTSB will avoid even the potential appearance of unfairness."

"People, when they come into a forum, can accept when they lose as long as they believe that they've lost fairly," said Rep. Steven C. LaTourette, a Republican from Ohio. "That's what this

is about."

The report in *The Sun* also detailed claims from retired Coast Guard Administrative Law Judge Jeffie J. Massey, who said she was told by Chief Judge Joseph N. Ingolia to always rule in the agency's favor regardless of the evidence presented in her courtroom. She also claimed that a fellow judge told her that he feared for his job if he didn't rule in favor of the Coast Guard.

Massey, who testified before Congress last year and whose story was invoked on the House floor yesterday, applauded the move.

"It's a good day for the mariners," Massey said. "I'm happy to see that Congressman Cummings and the other members of Congress cared enough about the rights of these guys to actually listen."

Coast Guard officials have denied that Ingolia tried to influence Massey or any other judge and say the system's lopsided victory rate is largely a consequence of a high percentage of failed drug tests by mariners.

But while opposing efforts to strip away the service's judicial powers, Coast Guard officials have also acknowledged a need for reform. In March, they offered a plan to Congress to "improve the effectiveness, consistency and responsiveness" of the system.

In the plan, Coast Guard officials pledged to close judges' offices and courtrooms that are in Coast Guard facilities and move them to neutral locations. They also said they would stop the practice of using judges to train Coast Guard prosecutors and announced plans to make information about proceedings available on the Internet.

In response to claims that Ingolia spread judicial rules through private memos to other judges — a claim the Coast Guard denied in court — the service pledged to implement a new "good guidance policy" and publish all guidance

documents on the system's Web site.

The service also said it is moving to "improve the effectiveness and transparency of the system to investigate complaints of misconduct by or disability of ALJs."

But House members were not impressed, and the move to dismantle the administrative law system was attached to the Coast Guard's broad spending bill late Tuesday.

A handful of lawmakers opposed the measure yesterday, saying they feared it would leave the Coast Guard without enough judges to handle disputes related to the pending issue of 850,000 Transportation Worker Identification Cards. The Coast Guard expects to hear those cases under contract with the Transportation Security Administration, just as it hears cases for the National Oceanic and Atmospheric Administration and other agencies that don't have their own administrative law system.

"I'm concerned about the expertise being removed at a time when we need it," said Rep. Dan Lungren, a California Republican.

But their opposition was withdrawn after Cummings and others assured them that the Coast Guard would still have resources to handle non-Coast Guard cases, which make up about 20 percent of the agency's work.

The administrative law system in Baltimore employs 26 people, including seven judges in offices around the country, and the bill's potential impact on them is unclear. Coast Guard officials said many of the 11 employees in Baltimore might lose their jobs, but some of the office is expected to be maintained if the service continues hearing cases for other agencies.

Attorneys who practice before the Coast Guard administrative law judges applauded yesterday's vote.

"Anything's better than what

we have now," said J. Mac Morgan, a Louisiana attorney who has represented several mariners before future rests in negotiations with the Senate, which is considering a similar bill. Rep. James L. Oberstar, chairman of the House Transportation Committee, said he hopes to have a bill passed through both chambers and on Bush's desk by early summer.

Besides dismantling the ALJ program, the House bill would make several changes that proponents say enhance the Coast Guard's national security role and promote marine safety. It would add 1,500 employees to the service, for instance, for a total of 47,000. It would require commercial fishing boats to have double hulls around their fuel tanks, and it would require ships to install ballast water treatment systems designed to kill invasive marine species, such as zebra mussels, that are often transported into the Great Lakes and other waterways.

The bill mandates new crime reporting requirements for cruise ships and establishes marine safety as an explicit responsibility of the Coast Guard. It passed the House in a 395-7 vote.

"It's the first bill to provide adequate resources to an agency that has been underfunded for years," said Rep. Bennie Thompson, a Mississippi Democrat and chairman of the House Committee on Homeland Security.

Yet Coast Guard officials have lamented the bill as an intrusion. Adm. Thad W. Allen, the Coast Guard commandant, said in a statement: "I have an obligation to the public and our Coast Guard men and women to ensure the Coast Guard retains the necessary discretion and flexibility to meet our mission demands in an often-changing, dangerous operating environment. This bill, in its current form, does not do that."

robert.little@balt.sun.com

THE SUN FRIDAY 04.25.2008

SUN FOLLOW-UP

WALL STREET JOURNAL, July 14, 2008

U.S. Nuclear-Powered Carrier Draws Protests by Thousands

Thousands of Japanese rallied against the permanent basing of a nuclear-powered U.S. warship near Tokyo, saying a recent onboard fire made it unsafe.

About 13,000 protesters gathered at a park near the port of Yokosuka, just south of the capital, where the USS George Washington aircraft carrier will be based, media reports

and organizers said.

The George Washington—relieving the soon-to-be-decommissioned USS Kitty Hawk—will be the first U.S. Navy nuclear-powered vessel to be stationed permanently in Japan.

Some 250 residents have filed a lawsuit seeking to block the aircraft carrier from basing in Japan.

The Navy has said the May fire, which left one sailor with minor burns and 23 others with heat stress, never threatened the ship's nuclear reactor.

Coast Guard Rescues Five After Boat Capsizes in Race

A Coast Guard helicopter crew rescued five regatta competitors who had drifted for 26 hours in the Gulf of Mexico after their boat capsized. Rescuers continued to search for a missing sailor Sunday.

The search started after the 38-foot Cynthia Woods missed a radio check Saturday morning. The crew included four college students and two safety officers.

A helicopter crew from Air Station Houston pulled the five men

from the water 23 miles south of Freeport, Texas, a Coast Guard spokeswoman said. They had drifted about five miles northwest of their capsized boat. They were taken to the University of Texas Medical Branch in Galveston, where all five were listed in good condition.

The boat, which lost communication around midnight Friday, was competing in the Regata de Amigos. The race, which covers 610 nautical miles from Galveston to Veracruz, Mexico, started Friday.

THE WALL STREET JOURNAL, June 8, 2008



238TH ANNUAL DINNER OF THE MARINE SOCIETY



OF THE CITY OF NEW YORK, 4 APRIL 2008

Lease Ends Uncertainty for Red Hook Cargo Docks

THE NEW YORK TIMES METRO FRIDAY, APRIL 25, 2008

By CHARLES V. BAGLI

The long-running battle over the future of the cargo docks in Red Hook, Brooklyn, is over.

After a five-year effort to stave off eviction and the redevelopment of the Red Hook container terminal, American Stevedoring, which has operated at least four piers in Brooklyn since 1994, signed a 10-year lease on Thursday with the Port Authority of New York and New Jersey.

The lease will allow the company to continue operating Piers 7 through 10 and the gantry cranes that sit between Atlantic and Sackett Avenues, unloading cocoa, lumber, steel, specialty foods and other cargo destined for New York City, Long Island and New Jersey.

The Bloomberg administration had long wanted to oust American Stevedoring and redevelop the Brooklyn waterfront with distributors, restaurants, luxury housing, marinas and other maritime uses, saying that most of the cargo should have been unloaded in the Port Authority's bigger port, in New Jersey.

The battle in Red Hook mirrored the struggle under way on the Far West Side of Manhattan, and in Williamsburg and Greenpoint, Brooklyn, where once industrial neighborhoods are giving way to residential developers and gentrification.

But American Stevedoring hung on tenaciously — even as business declined because of the company's uncertain future — filing lawsuits and lining up support from local community groups and powerful elected officials, including United States Representative Jerrold L. Nadler.

"We saved the Brooklyn port," Mr. Nadler, a longtime advocate for the maritime industry, said on Thursday. "This is a great day for jobs in Brooklyn and for the future of maritime commerce on this side of the river. No one can turn it into a condo anymore."

Under the terms of the lease, the Port Authority said, American Stevedoring will pay about

\$41 million in rent over the life of the lease. The rent, based on the volume of cargo, starts at about the same amount that it did in 1994, and escalates as the volume increases. The Port Authority will also continue to lease four container cranes and two barges to American Stevedoring.

At Port Newark in New Jersey, American Stevedoring will pay an additional \$28.9 million over 10 years for the use of 30 acres and two berths, although it will relinquish 30 acres that it had used under a prior lease.

The Port Authority also agreed to New York's request that it provide \$5.6 million for economic development initiatives on the Brooklyn waterfront and subsidies for the barge operations used by American Stevedoring. Nearly half the money, \$2.6 million, would serve as a credit against back rent owed by the company.

The agreement brings an end to the litigation between the Port Authority and American Stevedoring. In addition to back rent, it requires the posting of new letters of credit.

But the company will have to rebuild a business that has suffered substantially in recent years.

"We're happy the fight's over,"

said Matt Yates, a director of American Stevedoring. "We now want to focus on putting our business back together in the best way possible."

Janel Patterson, a spokeswoman for the city's Economic Development Corporation, said on Thursday, "Last year, after E.D.C. decided not to take control of the Red Hook piers, we focused our resources on activating and

A waterfront in Brooklyn remains tied to its industrial past.

adding industrial maritime jobs at other strategic waterfront properties in Brooklyn, such as the South Brooklyn Marine Terminal and Bush Terminal in Sunset Park."

Until the 1960s, much of the shipping industry in New York Harbor docked in Red Hook and South Brooklyn. But most of the waterfront jobs disappeared as the Port Authority built a modern container port on the other side of the Hudson River in Newark and Elizabeth, N.J., a decision viewed with profound bitterness

in Brooklyn.

New York built a small container port that opened in Red Hook in 1981 and retained a half-dozen piers for cargo operations. But critics and the Port Authority complained that it had to spend millions of dollars a year to subsidize a barge that transported containers from Brooklyn to New Jersey. The Bloomberg administration explored whether the piers might be better used by other operators and for other purposes.

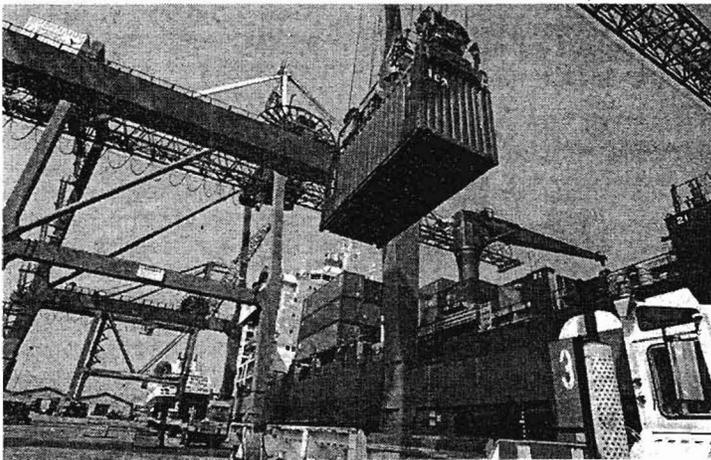
Sabato F. Catucci, the president of American Stevedoring, countered that at its peak in 2003 his company moved 110,000 shipping containers, up from 18,221 in 1994, and created what was at one time the biggest cocoa port in the country. Even today, more than half the lumber coming into New York City lands on the Red Hook docks, company officials say.

American Stevedoring says that it employs 623 dockworkers, warehouse workers and truck drivers in Brooklyn, while some city and Port Authority officials puts the company's payroll, at closer to 160.

In 2005, a German cargo company backed out of a deal to bring about 60,000 freight containers a year to the Red Hook docks. The company said that the city had refused to guarantee that the terminal would continue to operate through 2009.

The city gained control of Pier 12, which had originally been under Mr. Catucci's lease, and built a cruise ship terminal there. It planned to open a second terminal on Pier 10, but last July, city officials conceded that there was no immediate need to build the second cruise ship terminal.

The apparent death knell for the city's plans came last fall when 21 elected officials, including Senator Charles E. Schumer, the City Council speaker, Christine C. Quinn, and Councilman David Yassky sent a letter to the Port Authority demanding that it provide American Stevedoring with a 10-year lease and drop its plans to sell the piers to the city.



LIBRADO ROMERO/THE NEW YORK TIMES

The Red Hook terminal has defeated the city's efforts to redevelop the waterfront for restaurants, housing and marinas.

THE NEW YORK TIMES NATIONAL WEDNESDAY, APRIL 23, 2008

California: New Charges Against Ship's Pilot

The pilot of a container ship that spilled 53,000 gallons of oil into San Francisco Bay has been charged with two felony counts of lying to Coast Guard officials. The pilot, Capt. John Cota, was charged with lying about his prescription drug use. Captain Cota had previously been charged with two misdemeanor environmental crimes for his role in the Nov. 7 accident that fouled the bay, killed or injured thousands of birds and forced the closing of beaches throughout the Bay Area. The new, more serious charges accuse him of lying on annual medical records required by the Coast Guard.

(AP)



5-12 www.theblackboard.com NEVER TELL YOUR WIFE SHE MISSED A SPOT.

A Commute From Rockaway, Now With a Harbor View

THE NEW YORK TIMES METRO 11 (SUNDAY) MAY 18, 2008



PHOTOGRAPHS BY JOSHUA LOTT FOR THE NEW YORK TIMES

Commuters performed their morning rituals aboard a New York Water Taxi ferry from Breezy Point to Lower Manhattan

By **UMAR CHEEMA**

Amid whipping wind and rain and beneath gloomy gray skies, a new ferry service was born yesterday, setting sail from Breezy Point, at the tip of the Rockaways, to Lower Manhattan, with a stop in Brooklyn along the way. A total of 51 commuters were aboard for the first two trips, putting on brave faces and rain-slicked coats, and carrying umbrellas.

"Ferry service will make the very difficult commute between the Rockaways and Manhattan much easier and less expensive," said Christine C. Quinn, the City Council speaker. The service leaves from Riis Landing, in Queens, and is being provided by New York Water Taxi. Also along for the maiden voyage were Joseph P. Addabbo Jr., a council member from Queens, and Anthony D. Weiner, a congressman serving Brooklyn and Queens.

But this first journey was, in fact, the end of a long planning process: New York Water Taxi made a test run, for example, seven months ago. And discussions about introducing a ferry line started long before that. Councilman Addabbo persuaded the Council to set aside \$300,000 a year for each of six years as he argued for the Rockaway run. Of that \$1.8 million, \$1.1 million will subsidize the operation, and the remaining \$700,000 has been given to the Department of Transportation in case the subsidy falls short.

Mr. Weiner also helped direct federal money toward the project. "I've contributed \$3 million for the ferry landing," he said.

"I am very excited, very happy," said Deirdre Rossi, a commuter on the second morning run. Ms. Rossi, a resident of Rockaway Park, works as an administrative assistant at Goldman Sachs. The ferry, which

docks at Pier 11 in downtown Manhattan, shortened her commute by about 20 to 30 minutes.

Tom Fox, the president of New York Water Taxi, said the company's initial target is 300 commuters a day. "It will take a while to get this number," he said, noting that even 300 daily riders would still not be enough for the run to become profitable, especially with fuel costs increasing. Profitability, he said, would require 700 passengers a day.

Most of the first-day riders were commuters who said they usually take the bus or drive their own cars to reach Brooklyn subway stations, where they hop on the subway to Manhattan.

Among them were Mary Brady, who works on Wall Street and previously used the car-subway combination to get to work, and Paula Reich, who relied on the bus-subway relay.

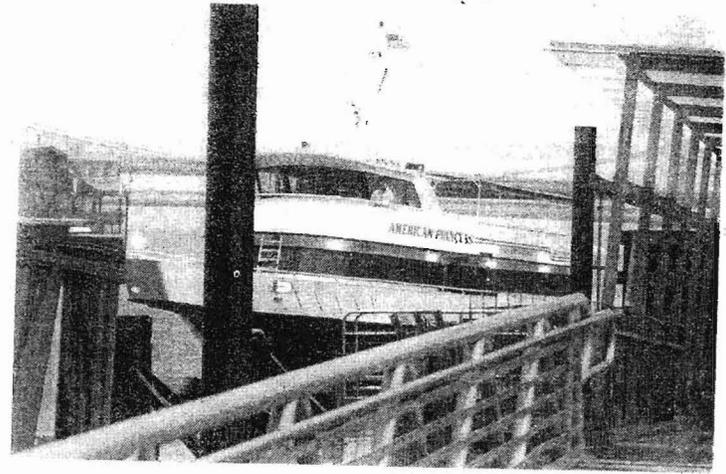
A new ferry sails from Breezy Point to Lower Manhattan, with a stop in Brooklyn.

They are almost the commuters that New York Water Taxi is seeking.

"The real target is not getting people off the subway or express bus, but to get them off the car," Mr. Fox said.

There are two trips in the morning, at 5:45 and 7:45, and two later in the day, at 3:30 p.m. and 5:30 p.m. The journey takes an hour, with a stop at the Brooklyn Army Terminal, in Sunset Park, about 20 minutes from Manhattan.

"I can't make it for the 5:30 ferry," said Jack Flanagan, a lawyer working in Midtown who was aboard the 7:45 trip. He said many people who have jobs there might not be able to reach Pier 11



The ferry docked at Pier 11, at South and Wall Streets, at the end of its one-hour journey. Monday was its first day of service.

in time for the evening sailing.

It is commuters in the western part of the Rockaways, more than those in Far Rockaway, who are expected to benefit the most.

According to Department of Transportation, around 565 residents of the western Rockaways work in downtown Manhattan. "Of these, 33 percent drive alone, 12 percent carpool, and the rest take the subway and/or bus," according to a study by the department.

"Potential riders will be from Breezy Point, Roxbury, Belle Harbor and Neponsit — the neighborhood of Rockaway," Mr. Fox said.

There was little potential benefit seen for those who live farther away. "Sixty percent of the pop-

ulation lives in Far Rockaway," said Jonathan L. Gaska, the district manager for Community Board 14 in Far Rockaway. He was not optimistic that people from his area would drive 15 to 20 minutes to Riis Landing for the ferry. But, he said, he remained open to the possibility: "I am curious to see what happens."

For his part, Mr. Gaska said he rides the subway.

While he said that he thought many working-class residents would balk at the \$12 round-trip cost of the ferry and stick with the subway, Mr. Addabbo, who represents the western Rockaways, said he believed the ferry was cost-efficient when other commuting expenses, like parking and gas, were added in.

THE WALL STREET JOURNAL. Wednesday, June 25, 2008

Japanese Ship Docks in China To Deliver Aid

Associated Press

GUANGZHOU, China—A Japanese destroyer sailed into Southern China in the first port call by one of Japan's warships to China since World War II, the latest sign of improved ties between the Asian giants.

The navy vessel with 240 crew members carried blankets, medical supplies and other relief goods for survivors of China's devastating May 12 earthquake that killed more than 69,000 people.

The destroyer Sazanami was paying a return visit for a port call made by the Chinese guided-missile destroyer Shenzhen to Tokyo in November, the first visit by a Chinese mili-

tary vessel to Japan since the war. The visit comes as relations warm between the countries. President Hu Jintao toured Japan in early May, the first such visit by a Chinese head of state in 10 years.

Any Japanese military presence remains a sensitive issue for many Chinese, who hold bitter feelings about Japan's invasion and occupation of their country in the 1930s and '40s.

The countries have recently been making efforts to improve relations. They announced an agreement last week to jointly develop gas deposits beneath waters in the East China Sea that are claimed by both sides—a breakthrough in one of their major disputes.

But Japan was forced in late May to abandon a plan to use military planes to deliver relief goods to quake-hit China after Beijing voiced unease about the mission. Many Chinese posted protest messages on the Internet about the plan.

P.A. loses lawsuit to halt sale of key Bayonne waterfront site

BY MARK MUELLER
STAR-LEDGER STAFF

The Port Authority of New York and New Jersey yesterday lost a bid to block the sale of valuable waterfront property in Bayonne to the nation's largest terminal operator, dealing a blow to the bistate agency's plans for expansion.

At a hearing in Jersey City yesterday afternoon, Superior Court Judge Thomas P. Olivieri dismissed a lawsuit brought by the P.A. against the Bayonne Local Redevelopment Authority (BLRA), which voided a contract last year to sell about 126 acres to the Port Authority for \$50 million.

The Bayonne agency later agreed to sell the land to Ports America for \$90 million. The Port Authority, which operates the third-busiest seaport in the country and is seeking to add space, had planned to use the property for an auto terminal. Ports America has said it plans to do the same.

The BLRA changed its decision on the Port Authority sale late last year after it was determined the initial vote was taken in violation of the Open Public Meetings Act, in essence giving the Bayonne agency a do-over — and a lucrative one at that.

Despite Port Authority protests, Olivieri yesterday ruled BLRA officials were within their legal rights to void the deal.

"We're absolutely thrilled," said Assemblyman Anthony Chiappone (D-Hudson), also a Bayonne councilman and a BLRA commissioner. "This is a great decision for us."

Ports America officials have said they hoped the site — a former military terminal that juts into New York Bay — would be operational by this summer.

A Port Authority lawyer, Jeffrey Speiser, said the agency will appeal Olivieri's ruling.

Typhoon Kills 17 on Land And Sinks Philippine Ferry

MANILA (Reuters) — A typhoon killed at least 17 people in floods and landslides in the Philippines on Saturday, and at least 4 others have died in the sinking of a ferry with more than 700 passengers and crew members.

The ship, the Princess of the Stars, owned by Sulpicio Lines, stalled in rough seas near Sibuyan Island in the central Philippines, officials said. It carried 626 passengers and 121 crew members.

The head of the coast guard, Adm. Wilfredo Tamayo, said he was still verifying the reports.

Eleandro Madrona, a local congressman, told a radio station that the ship sank a little less than two miles from shore.

"I would assume people started to transfer to rubber boats after the captain abandoned the ship," he said. He relayed what villagers had told his office: "You can only see the bow of the ship now. It's already down in the water."

The ship had left Manila on Saturday morning for the central province of Cebu.

In the southern Philippines, 10 people drowned and five were missing after a river burst its

banks in Maguindanao Province.

In Cotabato City, a man and a child were buried in a landslide at a trash dump, the police said. Five other people also drowned.

The typhoon, Fengshen, with winds gusting at more than 120 miles per hour, is moving through the center of the Philippines.

It was expected to leave the area on Sunday and head north toward Taiwan, according to weather forecasters.

The Philippine president, Gloria Macapagal Arroyo, ordered cleanup and rescue operations before her departure for an eight-day state visit to the United States.

In the south, the navy used rubber boats to rescue residents stranded in chest-deep water.

The typhoon, the sixth to hit the Philippines this year, tore up trees and power lines across wide swaths of the country.

Flights were canceled and ships kept in harbor.

In Boracay, an island popular with vacationers, tourists deserted the white beach and headed for bars and restaurants.

Heavy rain drenched Manila and rescue crews were prepared for flooding.

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