

CAPTAIN'S



QUARTERS



Chartered 1770
QUARTERLY NEWSLETTER - 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



Next Quarterly Meeting 19 July 2010 at 1230 hrs

At Kaptain's Ketch, 181 Pearl Street, NYC Tariff will be \$40. per person which will include a sit-down lunch and one complimentary cocktail. Reservations are recommended. Please call Karen at the office.

New members

William R/ Woody, Regular Member, 9 April 2010

Crossed the Final Bar

Emery Harper, Associate Member 26 October 2009

Captain Henry E. Engelbrecht, Regular Member 25 March 2010

Captain Harald Ronhave, Regular Member 29 October 2009

October Quarterly Meeting moved to 7 September 2010

The Quarterly meeting of October will be moved to 7 September 2010 and will be held at the Noble Maritime Collection, Staten Island, NY. We will be welcoming Captain Linda Fagan. USCG to the port. Captain Fagan has replaced Captain Robert O'Brien as Captain of the Port, Port of New York/New Jersey. We will have a cocktail reception with hors d'oeuvres from 6pm to 8pm. Pricing and additional details will follow..

240th Annual Dinner-A resounding success

At the 19th of April the 240th Annual Dinner of the Marine Society of the City of New York, a capacity audience heard the honored guest, Mr. John Gallagher, V.P., Northern Region of The American Bureau of Shipping give an interesting talk about the origins and working s of that organization. See the centerfold for photographs of members and the other honored guests.



On the 9th of April, the dedication and blessing of the two Monomoys took place. These two beautiful lifeboats were the gift of The Marine Society of the City of New York—one to SUNY Maritime College in the Bronx and the other to the U.S.M.M.A. at Kings Point.

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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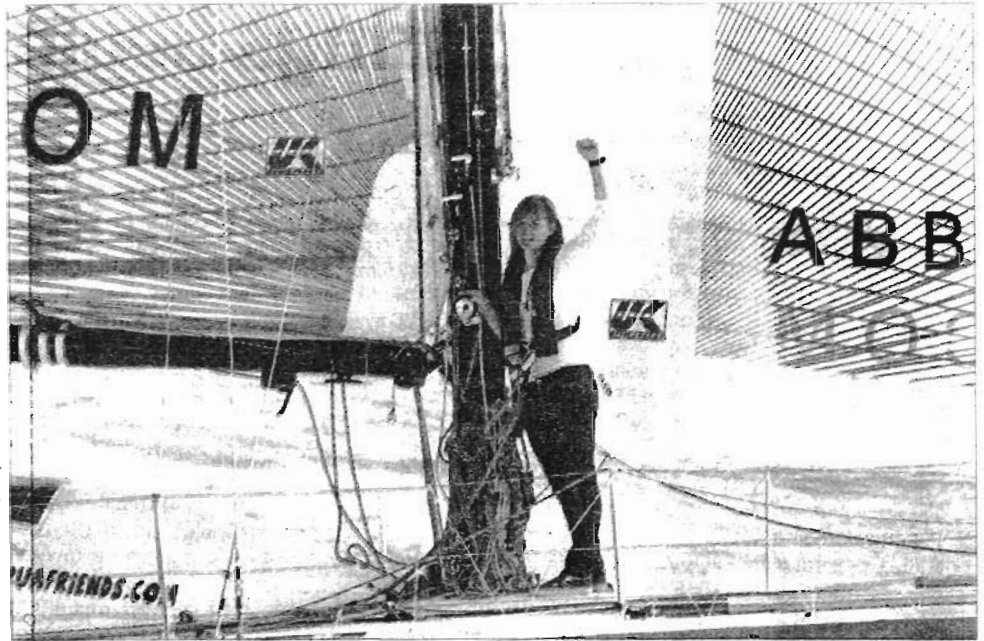
Captain's Quarters Editor

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.



LISA GIZARA/EUROPEAN PRESSPHOTO AGENCY

Abby Sunderland on her sailboat in Marina Del Rey, Calif., before her attempt at a solo, nonstop circumnavigation of the world. Waves broke the boat's mast June 10, ending her voyage.

For young sailor, a warm reunion

California 16-year-old hugs her brother and defends her family for letting her go

By Masha MacPherson
ASSOCIATED PRESS

SAINT-DENIS, Reunion — Sixteen-year-old Californian sailor Abby Sunderland got a big hug from her older brother yesterday on the appropriately named Reunion Island, and again defended her family for letting her try to sail around the world alone.

Though saddened by the loss of her boat in an Indian Ocean storm, Sunderland said she isn't giving up sailing.

"I'm really disappointed that things didn't go as planned," Sunderland told reporters after coming to shore early yesterday on the remote French island of Reunion, located in the waters near southeastern Africa.

Massive waves snapped her boat's mast June 10, and she was rescued in a remote area of the southern Indian Ocean two days later by a French fishing boat. It took two weeks more at sea to reach Reunion, from which she plans to fly home today.

"Any sailor that goes out to the water knows that being

hit by a rogue wave is a risk, no matter where you are," said Sunderland, flanked by her 18-year-old brother Zac, who flew to Reunion to meet her. "That was a risk that I was willing to take."

Australia and France worked together to rescue the American teenager — and they footed the hefty bills for chartering jets to find her and diverting boats to her location.

Sunderland thanked everyone who helped in her rescue and acknowledged "the public debate about the cost of rescues."

Sounding composed and lucid, she choked up only once, when thanking Zac — who at 17 briefly held the record for being the youngest person to sail solo around the world — for "inspiring my dreams."

Her brother met the French patrol boat as it sailed into the harbor of Reunion's capital, Saint-Denis, climbing aboard and embracing her as Abby teared up.

The accident "ended my trip but it didn't end my dream," Sunderland said. But she

blanched and didn't answer, however, when asked whether she would try another solo circumnavigation anytime soon.

Her parents stayed in California, where her mother is soon to give birth to her eighth child.

Sunderland, whose father is a shipwright and has a yacht management company, set sail from Los Angeles County's Marina del Rey in her 40-foot boat, Wild Eyes, on Jan. 23. In April she had to give up hope of breaking the record for being the youngest when she was forced to stop for repairs.

Then three-story-high waves broke her boat's mast and cut off her satellite communications. She was rescued June 12 by a French fishing boat 2,000 miles west of Australia, then was transferred to a French patrol boat. "The past few months have been the best of my life," she said. "I was on an adventure. You can only plan so far."

Sunderland said criticism of her family for letting her undertake the expedition "is ungrounded."

"They have put up with a ton of stuff to help me follow my dream," she said.

AUSTRALIA

No expense spared in teen sailor's rescue

The first day Abby Sunderland was stranded in the Southern Ocean, Australia's rescue agency chartered a jet to fly over the area where her emergency beacon was activated. The 11-hour flight cost an estimated \$94,500.

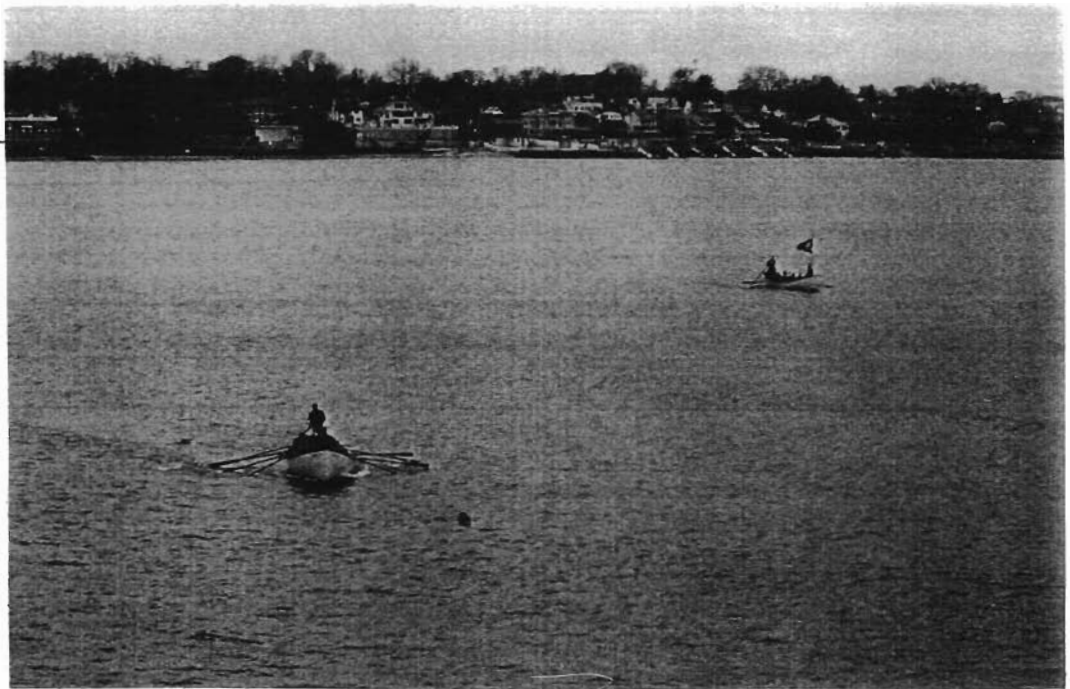
The second day, after locating her, the agency sent another plane to coordinate her pickup by ships racing toward her damaged and drifting yacht.

The Australian military also deployed two Orion aircraft to wait on an Indian Ocean island in case further assistance was needed. An Orion costs almost \$25,000 an hour to operate.

Meanwhile, the French territory of Reunion Island diverted three ships to Sunderland's location. The fishing vessel that reached her first lost at least three days of work.

Her rescue Saturday within two days of setting off the emergency call was welcomed in Australia and in her home state of California. But amid the well-wishers on online forums and news sites were many who questioned why Australia and France were footing the bill for an American teenager's solo quest.

Readers in online forums and on news sites have questioned the enormous costs of rescuing one teenager who chose to set off alone in winter into a dangerous ocean.



At the Quarterly meeting on 9 April 2010, the Marine Society-sponsored annual rowing contest between S.U.N.Y. and U.S.M.M.A. riled the waters of the Long Island Sound. No question about it—SUNY won handsomely as seen in the above photo near the finish buoy.

BOOK REVIEW: "SEIZED" BY MAX HARDBERGER

Captain Max Hardberger steals ships—cargo-carrying freighters—for a living. In the murky world of ocean shipping, a small bribe to a local judge in some lawless, third-world country is enough for a craft worth millions of dollars to be "legally seized" from its legitimate owner and held for inflated or fictionalized claims levied against it. And that's where Max comes in: he is an agent of last resort. When efforts to reclaim the ship through legal means have been exhausted, he puts together a mission-impossible team to steal the ship back, sneaking it out of treacherous waters on a high-stakes assignment—if Max and his crew are caught, they risk imprisonment or death. *Seized: A Sea Captain's Adventures Battling Scoundrels and Pirates While Recovering Stolen Ships in the World's Most Troubled Waters* (Broadway Books; hardcover), takes readers behind the scenes of the multibillion-dollar shipping industry as Max recounts his extraordinary adventures from New Orleans to the Caribbean; from East Germany to the ice-bound docks of Russia; and from Greece to the jungles of Guatemala. Max's exploits pit him against a rogue's gallery of antagonists, including Haitian rebels, modern-day Caribbean pirates, and Russian mobsters. Max plans each job with the precision of a military special-ops mission, but often employs less-than-orthodox techniques: he has resorted to using everything from whiskey and prostitutes to distract guards, to bribes and voodoo doctors to divert attention and sail a ship out of a corrupt foreign port, without clearance, under cover of darkness. *Seized* is an action-packed thrill ride through the criminal underworld of shipping. In the tradition of *The Perfect Storm* and *Into the Wild*, this is narrative nonfiction at its best, a compelling exploration of a world few of us know about.

Max Hardberger has been an airplane pilot, a lawyer, a high school teacher, a writer, an adventurer, and a sea captain of commercial freighters. World renowned in his area of expertise, he has been repossessing illegitimately seized freighters for the last twenty years. His adventures have been featured by NPR, the Learning Channel, the Los Angeles Times, and numerous other publications. When not on the high seas, he lives in Louisiana. Visit his website at www.maxhardberger.com. The Good Pirate, a feature-length motion picture inspired by *Seized* and Max Hardberger's ship-recovery adventures, is currently being developed by Lonetree Entertainment and Point Blank Productions.

from the MEBA "Telex Times" sent in by George Murphy

Seen on the back of a motorcyclist's tee-shirt:

"If you can read this, my wife fell off"

HEAVEN IS WHEN YOU HAVE:

- * AN AMERICAN SALARY
- * A BRITISH HOME
- * CHINESE FOOD
- * A GERMAN CAR &
- * A LATIN WIFE

HELL IS WHEN YOU HAVE:

- * AN AMERICAN CAR
- * A BRITISH WIFE
- * A CHINESE HOME
- * GERMAN FOOD &
- * A LATIN SALARY

--- C.A.M.M.





Ship to Shore

Floating liquefied natural gas vessels aren't a reality yet.

But they have a lot of companies excited.

They cost an estimated \$5 billion each, and not one has been built yet. In fact, nobody knows for sure that they'll even work. But vessels that can convert natural gas to liquid at sea have captured the imagination of some of the world's biggest energy companies because of what they promise: the ability to tap reserves of natural gas stranded hundreds of kilometers from land.

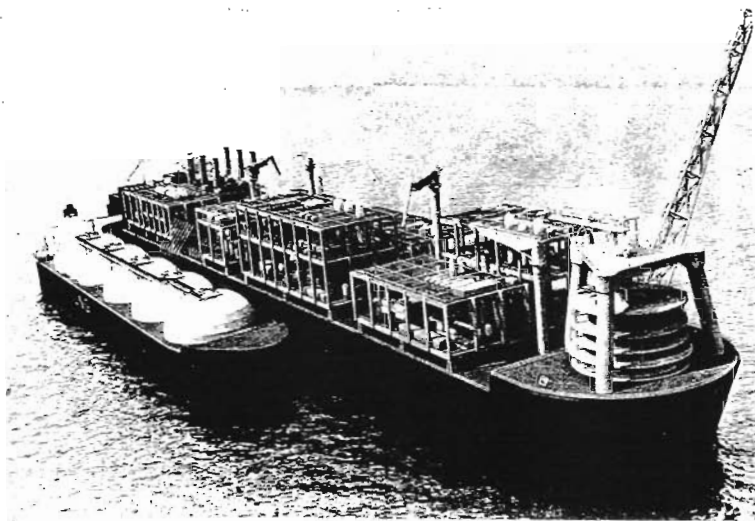
Development of these FLNG vessels—for floating liquefied natural gas—is in the early stages, and it will be years before one of them takes to the ocean, even if everything goes right. Royal Dutch Shell PLC, one of the leading FLNG proponents among energy companies, doesn't expect to make a final decision on whether to invest in a vessel for its Prelude gas field off the Australian coast until next year. If it goes ahead, construction of the vessel would begin in 2012, and it would be deployed in 2016.

But FLNG has established some momentum. Vessels are being considered for several projects in deep water off Asia, Australia and South America where piping gas back to land to be liquefied would be too costly. Conventional tankers would carry the LNG from the FLNG vessel to customers. In Australian waters alone, experts say, more than 25 trillion cubic feet (708 billion cubic meters) of natural gas could be unlocked using FLNG—roughly equal to a year's supply in the U.S.

FLNG is "a real game changer in the LNG world, particularly targeting gas discoveries and fields that tend to be farther from shore, more remote from infrastructure and often uneconomic to develop by normal means," says Malcolm Brinded, Shell's executive director of global exploration and production.

Shell notes that FLNG vessels can be moved from an exhausted field to a new one, and says they have less of an impact on the environment, in terms of habitat destruction, than land-based processing plants. The company also has detailed steps it has taken to prevent or mitigate any leakage of LNG or of condensate—a liquid fuel that sometimes is present in gas fields—during transport or storage at sites using FLNG vessels. Unlike oil, leaked LNG would evaporate quickly, but condensate does have the potential to form a slick that could threaten wildlife.

Some energy companies also are examining FLNG's potential for processing natural gas extracted during the development of major crude-oil fields. Brazil's Petroleo Brasileiro SA, BG Group PLC of the U.K. and partners plan to decide next year whether to deploy an FLNG vessel in Brazil's Santos Basin, where they



An FLNG vessel dwarfs a natural-gas tanker alongside in this rendering

have discovered the equivalent of several billion barrels of crude oil.

To fulfill its potential, FLNG will have to overcome technical, financial and marketing challenges. A major technical issue is to design a liquefaction and storage system that can cope with the movement of the ocean, especially in stormy weather.

Shell is studying whether to invest in a vessel for its Prelude gas field off the Australian coast

One main concern is that the forces generated by liquefied gas sloshing in partially filled containers can damage the storage system. That issue is being addressed with containers designed to minimize sloshing and with elaborate anchoring systems designed to minimize the movement of vessels in the water.

The energy companies, shipbuilders and technology firms working together on FLNG are confident that they have the answers to all the technical challenges. But until a ship is built and put into service, there is no way to know for sure if all the technical issues have been fully solved. And that makes financing FLNG projects more difficult. Banks have been reluctant to back energy projects that rely on new technology since the global recession began in 2008.

"It's very difficult to get finance for an FLNG project until one has actually gone ahead and proved the

technology, especially given where gas prices are right now," says Andrew Buckland, an LNG analyst at Wood Mackenzie, a consulting firm for the energy, mining and metals industries. Natural-gas prices have slumped below \$5 per million British thermal units from a peak near \$14 in the summer of 2008.

The economics behind the drop in gas prices could crimp investment in FLNG, at least in the near term. Energy demand has been diminished by the global economic slowdown, while heavy investments in the development of natural-gas deposits during the preceding boom years have created a glut of supply in many areas. So there's little urgency to tap new fields at sea. This is especially true in North America, where rising output of shale gas catapulted the U.S. ahead of Russia as the world's top natural-gas producer last year.

Wood Mackenzie says these shifts in the market make FLNG less attractive for fields with less than two trillion cubic feet of natural-gas reserves, because the total return on such fields might not justify the expense. Fields with reserves of less than 500 billion cubic feet probably wouldn't make sense financially even if gas prices rebound, the firm says.

FLNG projects for fields with more than two trillion cubic feet of reserves are more resistant to swings in gas prices, because they are expected to operate over many years. Shell, for example, expects to tap its Prelude field—which holds an estimated two trillion to three trillion cubic feet of gas—for 25 years. It has also raised the possibility of hooking up the FLNG vessel to nearby discoveries when gas output at Prelude drops off.

But for fields with more than five trillion cubic feet of reserves, pipelines might work out better financially than FLNG, according to Wood Mackenzie. That's because FLNG vessels, at least as currently envisioned, won't be able to accommodate the full potential output of fields that size. Energy companies could deploy more than one vessel at the biggest fields, but it may be less expensive in those cases to build pipelines.

Another key factor for energy companies to consider is the attitude of potential customers, Deutsche Bank AG said in a December report on FLNG. Prospective buyers are likely to be cautious about committing to purchase gas from FLNG projects for delivery in the future, the report said, given the technical hurdles and the ready availability of proven alternative supplies of gas.

In Australia, for instance, FLNG would have to vie with large new onshore processing plants for customers. Just last year, Chevron Corp. and partners signed off on the development of the Gorgon field, which is Australia's largest gas resource, with an estimated 40 trillion cubic feet of gas. FLNG would also need to compete with several proposed LNG export terminals in Australia's Queensland state that will be fed by coal-seam gas.

Shell's position as the front-runner in FLNG development could be key. Prospective buyers who are worried that FLNG is an unproven technology may take heart from Shell's ability to guarantee delivery from its global portfolio of conventional LNG projects, if necessary, including several in Australia. Shell also can afford billions of dollars in development costs.

The Prelude field also offers some advantages for a pioneering FLNG project. It is close to fast-growing Asian energy markets, including China and India. And Australia's tax rates and approvals process for projects are more favorable than those of other countries in the region.

WALL STREET JOURNAL, May 10, 2010

Mr. Winning is a news editor for Dow Jones Newswires in Sydney. He can be reached at david.winning@dowjones.com.



"I know hard work pays off in the long run, but goofing-off has such immediate rewards."

Making millions on the scrapheap

The Global Edition of The New York Times
Wednesday, March 25, 2009

Ship-breakers gain as fleets cut back

By Rina Chandran

Reuters

ALANG, India: A global economic slowdown has hit industries ranging from auto manufacturing to investment banking, but in one small town on the western coast of India, business is coming in at record levels and workers can hardly keep up with demand.

In Alang on the coast of Gujarat State, home to the world's largest ship-breaking facility, the financial year to April will be one of the best ever, as a slowdown in global trade and lower freight rates mean that ships are being scrapped faster.

But there is a flip side. Activists fret that the booming business will encourage a disregard for safety and environmental guidelines, which they say ship-breakers are already flouting.

Along an 11-kilometer, or 7-mile, coastline, beached oil tankers and cargo carriers lie in various stages of disembowelment. Peculiar tide patterns that bring high tide only twice a month allow the beaching of ships right at the yards.

Men in blue overalls and hard hats, operating cranes and wielding blowtorches, hacksaws and hammers swarm over the beached ships, many condemned to a premature end because of the slowdown.

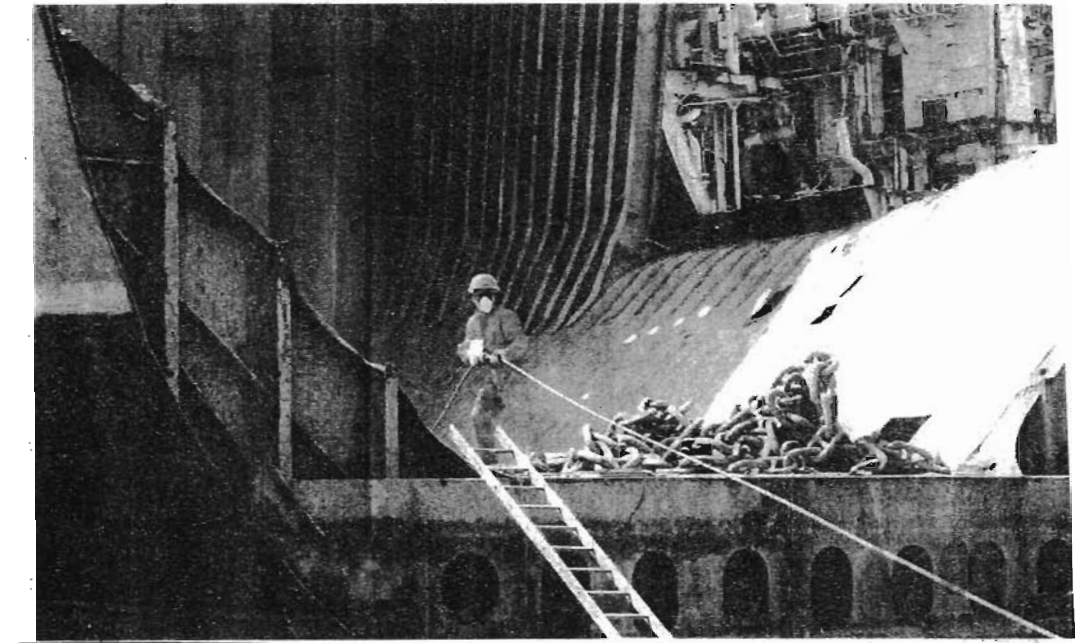
"Idle ships are a huge financial burden, so ship owners don't have any option but to get rid of their ships, even if it means scrapping them years ahead of schedule," said Vishnu Kumar Gupta, joint secretary at the Alang Ship Breakers Association.

Alang has received more than 125 ships in the past three months, compared with 136 in all of 2007 and 2008, Mr. Gupta said. Ship-breakers expect the total this year to reach 250.

"In the past five to six years of the boom, very few ships were scrapped, and we were working on zero margins, as there was intense competition for the few ships that were coming in," Mr. Gupta said.

Ships were once either sunk or taken apart in the countries where they had been built, before high costs and environmental restrictions drove ship-breaking efforts elsewhere.

India, China, Pakistan and Bangladesh do 80 percent of the world's ship-breaking business. Labor activists say that is largely because labor costs are



Amit Dave/Reuters

Dismantling a ship in Alang, India. Labor advocates fear an increased disregard for the safety of workers and the environment.

low and safety standards are lax — failing to protect workers who are exposed to toxic chemicals as they dismantle the vessels.

About 150 to 200 workers can break down a 10,000-ton ship in three months, salvaging nearly every part.

The road to Alang is lined with sheds selling doors, tables, sofas, kitchen ranges, crockery, bathtubs, air-conditioners and sheets of steel, the most precious commodity.

But the economic slowdown has cut into profits, affecting breaking charges and scrap values.

About 80 percent of a ship's steel is "reusable steel," Mr. Gupta said, cheaper than primary steel and used mostly in construction.

With a property slump from the global recession, demand for steel has fallen, and prices have dropped by 80 percent since mid-2008, when steel and other commodities brought record high prices.

Nevertheless, profits from the booming demand for ship-breaking services have turned the businessmen who lease the yards into millionaires.

At the same time, the workers, who earn only a few dollars a day, navigate through razor-sharp pieces of steel and

are exposed to carcinogens and even radioactive materials from the former cargoes.

"These are the most vulnerable of workers, working in extremely dangerous conditions with little protection or recourse to proper care," said Gopal Krishna of Toxics Watch in New Delhi.

"The ship-breakers claim conditions have improved, but there is no documentation and no means of verification," he said.

Alang was at the center of a global controversy when the aging French aircraft carrier *Clemenceau* set out for its yards in December 2005 because of the presence in the vessel of many toxins, including mercury, lead and asbestos.

Greenpeace protested, and the Indian Supreme Court barred the ship from Alang in January, leaving the *Clemenceau* to return to France. It will now be broken at a special yard in Britain.

While several international protocols check the movement of toxic materials and are intended to ensure workers' safety, activists say recyclers have not signed up or do not follow the guidelines.

"By any standards, the demolition of ships is a dirty and dangerous occupation," the International Labor Organi-

zation said in a report, which estimated that India's ship-breaking and recycling industries directly and indirectly employed half a million people.

"The feasibility of ship-breaking is largely determined by the price of scrap metal. The race is to find countries where occupational health and safety standards are not enforced."

Increased competition is driving workers' wages lower, and the prices of recycled materials are also expected to fall, the labor organization's report noted, but there is also greater pressure on ship-breakers to implement stricter safety and environmental measures.

Mr. Gupta, of the Alang Ship Breakers Association, said that safety guidelines were adhered to and that workers earned about 300 rupees, or \$6, a day, well above the minimum wage.

There are modern hazardous waste-management facilities, he said, and a new code will soon be adopted that is being formulated by the I.L.O. and the United Nations' International Maritime Organization.

Mr. Krishna, of Toxics Watch, was less sanguine about prospects for Alang. "Yes, they may break more ships, but have no hope that conditions for workers or the environment will improv-

Wreck of *Carpathia* found after 81 years

Famed for rescuing *Titanic* survivors

The wreck of the British passenger ship *Carpathia* was found by treasure hunters this month in 600 feet of water approximately 185 miles west of Land's End, the southwest tip of England.

The *Carpathia* gained instant fame on the night of April 12, 1912, when she responded to the distress call of the *Titanic* after that vessel struck an iceberg in the North Atlantic. Racing at her top speed of 17 knots, *Carpathia* was able to save 712 people from the "unsinkable" liner.

Carpathia went to its own watery grave in 1918, after being torpedoed twice by a German U-boat while en route to the United States from Liverpool. Although five people died as a result of enemy action, 215 passengers and crew were rescued.

According to Graham Jessop of Argosy International which found the wreck by sonar probe, *Carpathia* "is in reasonably good condition for a wreck of that age. She is in one piece and she is upright."

— West Coast Sailors

ONE SUNDAY a minister played hooky from church so he could enjoy a round of golf, leaving his assistant to conduct the service. He drove to a faraway golf course to avoid bumping into any of his parishioners.

Looking down, St. Peter said to God, "You're not going to let him get away with this are you?"

The Lord shook his head.

The minister took his first shot, and scored a 420 yard hole in one. St. Peter was outraged. "I thought You were going to punish him!" he said to the Lord. The Lord looked at St. Peter and replied, "So who's he going to tell?"

Web of Shell Companies Veils Trade by Iran's Ships

Cat-and-Mouse Game — Fleet Sidesteps U.S. Sanctions on Military Imports

By JO BECKER

On Jan. 24, 2009, a rusting freighter flying a Hong Kong flag, dropped anchor in the South African port of Durban. The stop was not on the ship's customary route, and it stayed only an hour, just long enough to pick up its clandestine cargo: a Bladerunner 51 speedboat that could be

armed with torpedoes and used as a fast-attack craft in the Persian Gulf.

The name painted on the ship's side as it left Durban and made for the Iranian port of Bandar Abbas was the Diplomat, and its papers showed that it was owned by a company called Starry Shine

and. Both the name and provenance were of recent vintage. Six months earlier, the Diplomat had been the Iran Mufateh, part of a fleet owned by the state-owned Islamic Republic of Iran Shipping Lines, known as Irisl.

Within months of the Durban episode, the United States government put out word that Irisl had renamed the ship and set up Starry Shine to evade American export controls aimed at preventing Iran from obtaining military-use technology like the Bladerunner 51.

By that time, though, the freighter had yet another name: the Amplify. Last spotted by an electronic tracking system this April in Karachi, Pakistan, the

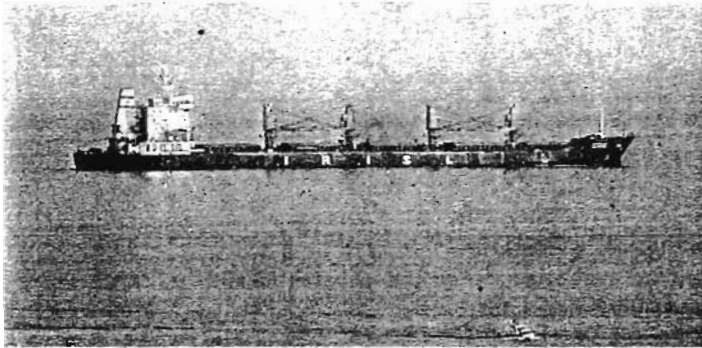
Amplify was under new management and had a mysterious new owner.

But only on paper.

The Mufateh-Diplomat-Amplify is part of a great disappearing act, in which Irisl, under pressure from American and other sanctions, has been obscuring the true ownership of its vessels in a web of shell companies stretching across Europe and Asia, a New York Times examination of Irisl's actions shows.

Formed mostly after the United States blacklisted Irisl and all of its ships in 2008, as confederates of Iran's nuclear and ballistic-missile programs, the corporations often have English names

NEW YORK TIMES, JUNE 8, 2010



CHRIS PERKINS/IHS FAIRPLAY



DANIEL FERRO/IHS FAIRPLAY

A ship named the Iran Mufateh, left, was operated several years ago by Irisl, the Islamic Republic of Iran Shipping Lines. Two name changes later, it was called the Amplify, right. Many of Irisl's ships have undergone name changes to sidestep sanctions. An interactive graphic and video: nytimes.com/world.

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

FIRST CLASS MAIL



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