

CAPTAIN'S



QUARTERS



November 2008

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



Crossed the Final Bar

Captain Gerald L. Johnson on 18 September 2008
Captain Richard M. Perry on 13 January 2008

New Members

Captain Michael J. Gehrling 14 July 2008
Captain David Hussey 14 July 2008
Captain James Perduot 14 July 2008
Captain Anthony Piscitelli 14 July 2008
Captain Robert A. Black 24 September 2008
Captain David P. Freer 24 September 2008

Reminder:

If you have moved or will be moving, please advise the office of your new address.

Missing Members

If you have any information regarding the whereabouts of the following members, please advise the office:

Captain Charles J. Bakia	Captain Peter J. Bourgeois
Captain Robert E. Quinn	Captain Robert L. Riddle
Captain John Rodney Sambrook	Mr. James W. Amoss, Jr.
RADM David C. Brown	Mr. Marcus J. Johnson
Rev. Daniel P. Matthews	Mr. Robert O'Brien
Mr. M. Lee Rice	

Owing to inclement weather, the 3rd Annual Marine Society Monomoy Rowing Race between USMMA and SUNY Maritime has been postponed. Please check with the website for the new date and time.

We do have a year-round fund raiser to purchase new Monomoy boats for the academics. Each lifeboat costs \$29,000.- Please donate if you can.

SANT OCEAN HALL, Smithsonian National Museum

Washington, D.C. On 27 September 2008, the Sant Ocean Hall opened. It was created in partnership with the National Oceanic and Atmospheric Administration to show the ocean's history and its importance to contemporary society and the only exhibition in the country devoted exclusively to a global view of the ocean.

Visitors will be virtually immersed in a unique underwater experience by "Ocean Odyssey", a high-definition film by renowned underwater cinematographer Feodor Pitcaim which will be shown on the walls above the exhibit space.

More people have been to outer space than have been to the depths of the ocean, leaving it largely unknown and unexplored.

A DVD of this program is available for \$19.99 from SmithsonianStore.com 600 Maryland Ave. SW, Suite 6001, Washington, DC 20024

Chantix Medical Advisory for Merchant Mariners

The Coast Guard is letting mariners know that a recent report has uncovered certain side effects and concerns associated with the use of Chantix (varenicline). Chantix is a medication used to help patients quit smoking. To date, over four million prescriptions have been written in the United States. The Institute for Safe Medication Practices report says:

"There are immediate safety concerns about the use of Chantix among persons operating aircraft, trains, buses and other vehicles or in other setting where a lapse in alertness or motor control could lead to massive, serious injury. Based on reports of sudden loss of consciousness, seizures, muscle spasms, vision disturbances, hallucinations, paranoia and psychosis, Chantix may not be safe to use in these settings."

Although not specifically mentioned in the report, the maritime domain is one setting where lapses in alertness or motor control can have catastrophic results. The Coast Guard notes that the safety of the maritime community and the public, and the protection of the environment are paramount. Ensuring that medications prescribed do not put mariners and others a increased risk of injury or death is essential. (from the M.E.B.A>Telex Times 7/25/08 sent in by George Murphy)

THE NEW YORK TIMES, SUNDAY, OCTOBER 12, 2008



Ship Runs Aground in Rough Weather on Gibraltar's Southern Tip

A Liberian cargo ship carrying 31 people ran aground in severe weather on Gibraltar's southern tip on Friday night. The rough weather hampered rescue efforts on Saturday.

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.
I.R.S.

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

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Captain's Quarters

Mr. John K. Strangfeld, Editor

Office Administrator

Ms. Karen Laino

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

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

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

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

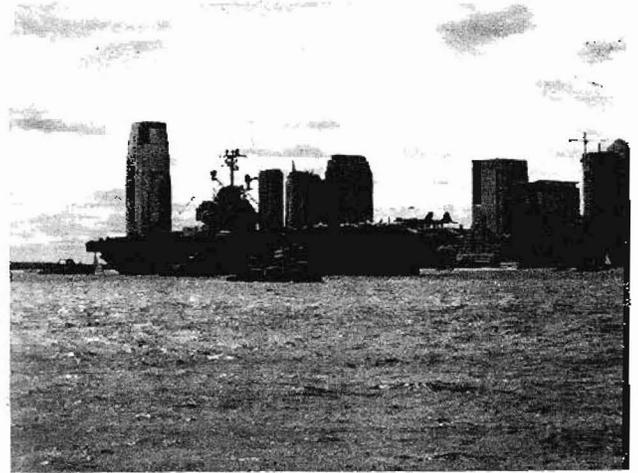
**Museum Ship Intrepid
Returning to Old Berth**

Almost two years after being pried from the mud and towed off to a shipyard for a major overhaul, the aircraft carrier Intrepid is returning home. The fabled survivor of Pacific war battles will be towed up New York Harbor and slotted into its familiar Hudson River berth on Thursday. The floating military and space museum will reopen to the public on Nov. 8 following a \$120 million restoration.

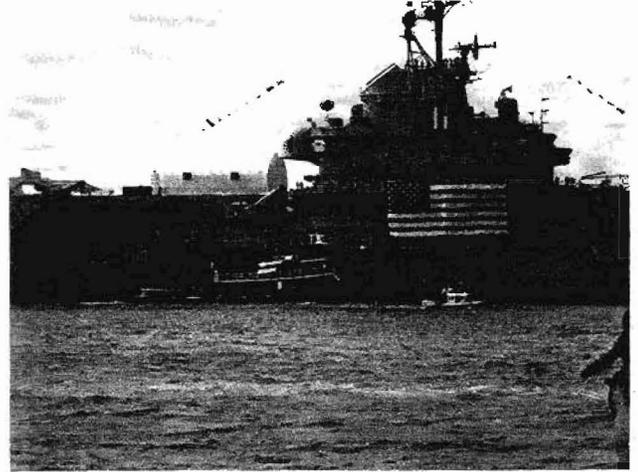
On the enclosed hangar deck, the museum will offer new exhibits and facilities for public events, along with visitor access to crew quarters and other spaces previously off-limits.

The outdoor flight deck array of some 30 vintage aircraft has five additions: a pair of Soviet-designed MiG fighters, a Grumman F11F fighter that in the 1960s was part of the Navy's Blue Angels flight demonstration team, and two 1950s-era helicopters.

The Intrepid is one of five retired World War II aircraft carriers serving today as museums. Launched in 1943, it fought in six major Pacific campaigns, losing 270 crew members—mostly to Japanese kam-



Photos by Craig Denecke



bers—mostly to Japanese kam-

azes. It also served in the Korean and Vietnam wars and was twice a recovery ship for

NASA astronauts before being decommissioned in 1974.
THE WALL STREET JOURNAL, September 25, 2008

Looters Plunder Wrecks in 'The Graveyard' of the Atlantic

Merchant Ships and Royal Navy vessels are among the wrecks lying off the coast of America which were sunk by German U-boats during the Battle of the Atlantic. The stretch of seabed off North Carolina and Virginia contains up to 90 wrecks, most lying at relatively shallow depths, offering divers and maritime historians unique opportunities for exploration.

However, experts have warned that wrecks are increasingly being disturbed by divers, some of whom are removing items to keep as souvenirs. Weapons and other artifacts have been looted and divers are even said to have removed the skeleton of a German sailor from a sunken u-boat in the area.

Most of the ships were sunk in the first half of 1942 when the Nazis took the U-boat offensive right up to the U.S. coast. The campaign, which started as operation Paukenschlag (Drumbeat) was successful for the Germans, who called the period the "Second Happy Time" after an earlier phase of Allied sinkings.

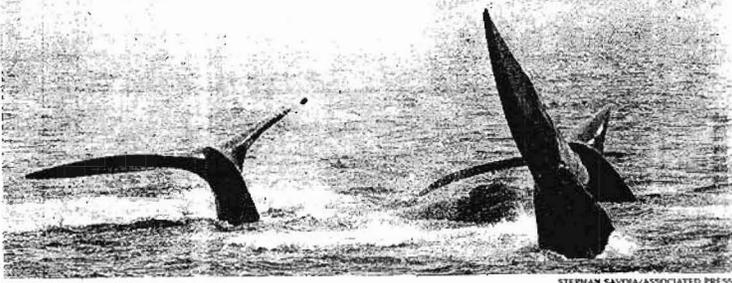
Initially, there was no convoy system and little protection given to British and American ships which traveled up the coast alone before assembling further north to cross the Atlantic in large numbers. The U-boats were able to pick off ships in daylight or at night when they were silhouetted by lights from the Shore. E named "Torpedo Junction."

Joseph Hoyt a maritime archeologist from the National Oceanic and Atmospheric Administration say that the sights are so small it doesn't take much to have a very visible and long-lasting impact. A lot of divers, if they find a skull or remains, will decide that others want to see it and will move it out and bring it up on deck without realizing that it is extremely disrespectful. "They are going to a grave and looting material from a grave. It is a level of selfishness that I find almost unfathomable. They are memorials to all who served in WWII.

Jos. Schwarzer, Director of the North Carolina Maritime Museums said, "We don't want to stop people from going down but we want them to leave them alone, not to use a hacksaw or cutting torch to remove periscopes, deck guns, valves and not to start pulling bodies and skeletal remains out."

Until four years ago, it was permitted to remove things from wrecks more than 12 miles from the U.S coast. However, they are now protected, although people can visit.

(sent in by Captain Harry Marshall)



Tails of three right whales earlier this year in Cape Cod Bay, near Provincetown, Mass.

STEPHAN SAVOVA/ASSOCIATED PRESS
THE NEW YORK TIMES, TUESDAY, AUGUST 24, 2008

Proposal on Ship Speeds in Whale Areas

By FELICITY BARRINGER

After months of dispute between the White House and federal fisheries scientists, the Department of Commerce proposed on Monday to limit oceangoing ship speeds to 10 knots within 20 miles of the Atlantic ports along migration routes of the endangered right whale.

The recommendations, in an environmental impact statement, reduced the geographic scope of the protections that were proposed two years ago but left the original speed limits intact.

Release of the recommendation for seasonal restrictions on the speed of commercial vessels heading in and out of ports from New York to Savannah, Ga.,

clears the way for possible final adoption of these mandates.

On average, about one to two right whales died in collisions with seagoing ships annually from 1997 to 2001.

The animals give birth to their calves off the Florida coast in the winter and then migrate north, through heavily trafficked shipping areas, to feeding grounds off New England.

The decision was greeted with little enthusiasm by environmentalists, who felt that it did not sufficiently protect the whales. According to scientific estimates, 300 or so of the animals are left.

"Again, we're putting the science aside," said Francesca Grifo, a senior scientist at the Union of Concerned Scientists, an environmental group. Dr. Grifo added that the Bush administration was "bowing to pressures from some-

"Certainly," she continued, "there are corporate factors here that would prefer to see a less restrictive rule."

In an interagency document obtained by the environmental group, scientists for the National Oceanic and Atmospheric Administration said the number of whale calves born annually hovers just at levels needed to keep populations stable.

The World Shipping Council, which represents commercial shippers, was also cool to the final speed limit, but the area covered in the recommendation did follow what it had sought.

In its 2006 comments on the proposed rule, the trade group argued against a 30-nautical-mile buffer, saying that limit was unwarranted. The group said "the extra cost burden on liner shipping would be reduced by half" with a limit of 20 nautical miles.

Big ships need big response

It's hard to understand why the Port Authority of New York and New Jersey isn't moving faster to get ready for a new generation of super-sized container ships that are on the horizon.

Bigger cargo vessels are coming as soon as Panama finishes a \$5.3 billion canal expansion project, and the shipping industry can't wait. Mega-ships, like bigger trucks or jumbo planes, produce bigger profits by carrying more cargo more efficiently.

The P.A. is aware of this freight fact of life. That's why the agency moved decisively a decade ago to convince the federal government to dredge port shipping channels to a depth of 50 feet, the depth newer ships need. That project, like the Panama Canal work, should be done about 2014.

Here's the problem: The new cargo ships don't just extend farther under the water. They go up much higher, 175 feet or more above the waterline.

But since the bottom of the Bayonne Bridge is about 151 feet above the Kill Van Kull, and the Kill Van Kull is the main passage to Port Newark, Port Elizabeth and the New York Container Terminal on Staten Island, the big ships won't be able to get through. Instead, they may well head to Norfolk, Va., Charleston, S.C., and other East Coast ports that don't have a 77-year-old bridge blocking the way.

Yet it wasn't until March that P.A. leaders got around to commissioning a \$300,000 study of the Bayonne Bridge's impact on the port. And no decisions will be made for a year or so, when the study is completed.

P.A. officials contend they are moving with deliberate speed, since the cost to raise the current bridge, replace it with a higher one, or build a tunnel is likely to be \$1 billion-plus. They insist that even after the bigger Panama Canal opens, the mega-ships will come on line only gradually. They even argue that shipping firms will be willing to continue using smaller, older ships to bring cargo to New York and New Jersey, so big is our regional market.

Transportation history argues otherwise. Sure, bigger ships won't instantly take over the cargo market. But eventually they will dominate, and the Port Authority needs to be ready. That requires action now, since any major work to the Bayonne Bridge will take a decade or more.

Modernizing the Bayonne Bridge will be expensive and difficult. But that's no reason for the P.A. to be an ostrich and keep its bureaucratic head buried in the harbor sand. The bridge study should be accelerated and P.A. commissioners should be ready to move on the recommendations.

The New York-New Jersey seaport is the nation's third-largest, the biggest on the East Coast. It has been one of the region's few economic bright spots. The Port Authority should do whatever it takes to keep it that way.

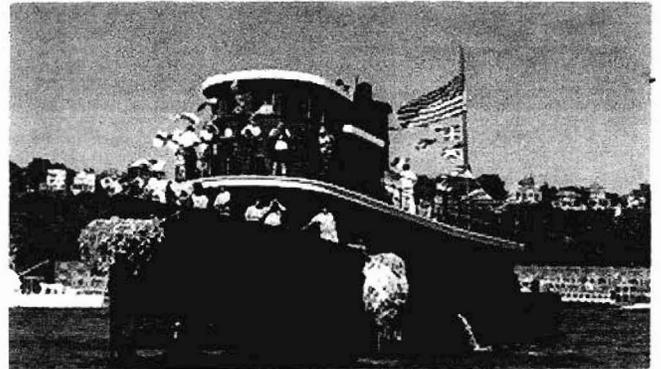
THE STAR-LEDGER MONDAY, MAY 5, 2008

THE NEW YORK TIMES SEPTEMBER 23, 2008

Russia: North Sea Fleet Sails for Venezuela

A squadron from the Russian Navy's North Sea Fleet sailed for Venezuela on Monday, a navy spokesman said, in a bid to bolster military links with Latin America as relations with the United States continue to deteriorate. The convoy will take part in joint maneuvers with the Venezuelan Navy in November, a Russian Navy spokesman said. Stung by the condemnation of its actions in the war with Georgia, Russia appears to be redoubling its efforts to strengthen ties with Latin American countries. Russia denied, however, that the war had any connection to its navy exercises with Venezuela.

MICHAEL SCHWIRTZ



This beautiful 101-year old, 101-foot tugboat belongs to the Tug Pegasus Preservation Project, a non-profit organization. She recently made her encore debut in New York Harbor in time to be at the 16th Annual Tugboat Race on Labor Day weekend after undergoing a \$500,000 renovation.

Other historic vessels at that race included the light-ship *FRYING PAN*, the fireboat *JOHN J. HARVEY*, the Coast Guard buoy tender *LILAC*, the tanker *MARY WHALEN*, and the *LEHIGH VALLEY RAILROAD BARGE 79*.

PEGASUS is seeking volunteers to help with future programs and, of course, for tax-deductible donations to pay for fuel and other operational costs. A limited number of guests can be accommodated on rides (first come/first served and for which there is no charge). The more people give, the more trips can be run.

Look for events to be scheduled in 2009. Betsy Haggerty can be reached at (212)222-3535 or at www.tugpegasus.org.

Making Ships Green, in Port and at Sea

By JAMES KANTER

GOTHENBURG, Sweden — Something unusual is happening in Swedish waters. Crews docking at the Port of Gothenburg are turning off their engines and plugging into the local power grid rather than burning diesel oil or sulfurous bunker fuel — a thick, black residue left over from refining oil.

"I always knew these extremely dirty bunker fuels were helping produce acid rain that falls so heavily over this part of Sweden," said Per Lindeberg, the port's electrical manager and an avid fisherman. "I was very happy when we could switch off the ships."

Similar high-voltage technologies have been introduced at Zeebrugge in Belgium, and in Los Angeles and Long Beach in California. But as at Gothenburg, only a small fraction of ships are equipped with plugs, so the benefits from shore-side electricity so far have been limited.

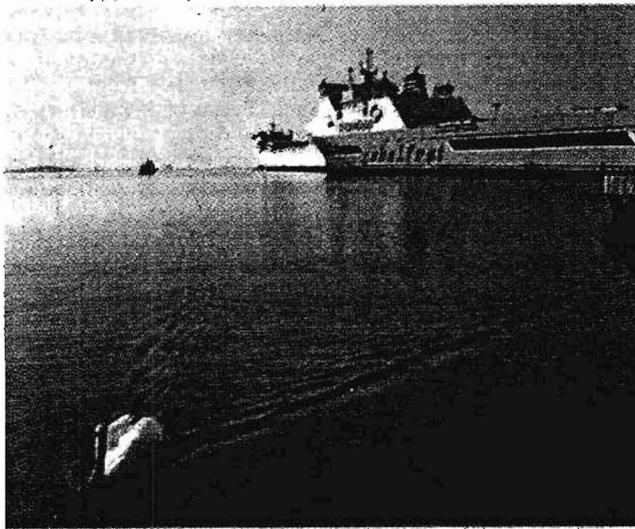
And despite the growing availability of cleaner technologies, the shipping industry has made little progress toward becoming greener, even as traffic grows heavier on existing routes and new routes open up in the Arctic. Indeed, the most recent efforts to tackle the problem have met resistance — less from the shipping industry, however, than from the big oil companies that supply the dirty fuel.

Shipping is responsible for about twice the emissions of carbon dioxide as aviation — yet airlines have come under greater criticism. Particles emitted by ships burning heavy bunker fuel, described by some seafarers as "black yogurt" for its consistency, also contain soot that researchers say captures heat when it settles on ice and could be accelerating the melting of the polar ice caps.

Health experts say the particulates worsen respiratory illnesses, cardiopulmonary disorders and lung cancers, particularly among people who live near heavy ship traffic.

Ship engines also produce large quantities of nitrogen, which contribute to the formation of algal blooms at sea. Those use up oxygen when they decompose and create so-called marine dead zones in heavily trafficked waters, like the Baltic Sea.

"The sheer volume of pollutants from shipping has grown exponentially along with the growth of our economies and of global trade," said Achim Steiner,



DEAN C. K. COX FOR THE INTERNATIONAL HERALD TRIBUNE

The Dutch ship Schieborg, employed by Stora Enso, uses the shore-side electrical plug at the Port of Gothenburg.

the executive director of the United Nations Environment Program. "Shipping is just less visible than other industries, so for too long it has slipped to the bottom of the agenda."

James J. Corbett, an associate professor of marine policy at the University of Delaware, is the co-author of a study published in December that attributed 60,000 cardiopulmonary and lung cancer deaths each year globally to shipping emissions and forecast an increase to nearly 85,000 deaths by 2012 under current trends.

With the harm growing increasingly evident, this month the International Maritime Organization, a United Nations body, proposed reducing the sulfur content of marine fuels starting in 2010 on all ships. It also proposed steps reducing nitrogen oxide emissions from engines on new ships from 2011, with the organization intending to adopt all the measures in October.

The organization is continuing to work on separate measures to deal with the more difficult issue of carbon dioxide emissions.

The European Commission, the executive arm of the 27-nation European Union, has said that if the International Maritime Organization fails to make concrete proposals on carbon dioxide by the end of the year, it would consider regulating the matter itself, perhaps by including shipping in the European carbon trading system. That could oblige ship owners to buy pollution permits from other sectors.

The European Parliament this week passed a nonbinding resolution urging the commission to

act "urgently."

The shipping industry has supported the organization's recommendations because they would apply globally and be introduced gradually. But the fuel industry immediately called for a review of the most important element: a global cap on sulfur content of marine fuels of 0.5 percent by 2020 from the current maximum level of 4.5 percent.

That target poses "risks to security of supply and to shippers and truckers," said Isabelle Muller, the secretary general of Europa, an industry group representing BP, Exxon Mobil and other oil companies.

By plugging in rather than idling engines, berthed ships almost eliminate emissions.

Ms. Muller said the fuel industry would not be able to build refining operations quickly enough and that oil companies would be penalized for doing so, because refining contributes heavily to greenhouse gas output.

According to a study last year for the American Petroleum Institute, it would cost the fuel industry \$126 billion over 13 years to invest in equipment and chemicals to replace polluting bunker fuels with sufficient amounts of cleaner diesel to supply the shipping industry.

The study also indicated that

the industry would pass on those costs at about \$13 to \$14 a barrel directly to the ship operators.

Already, Wallenius Willemssen Logistics, based in Norway and Sweden, uses fuels that contain less than half the amount of sulfur that would be required under the proposed International Maritime rules.

"We know customers want greener shipping companies as part of their overall supply chain," said Lena Blomqvist, an environmental and operations expert for Wallenius, explaining why the company was prepared to pay more for cleaner fuel.

Some shipping companies are investing in more efficient marine engines that capture and convert waste heat into more energy, cutting down on fuel use and on emissions at the same time. But of the hundreds of ships currently under construction around the world, only a handful of them include that technology.

Some shippers are running vessels at slower speeds to cut fuel consumption and emissions, carbon dioxide in particular. Other companies are even testing sail power. But those initiatives may be at odds with ever greater levels of speed and reliability.

In Gothenburg, ship crews hook up vessels using the shore-side electricity system with a single giant plug within about 10 minutes of docking. The technology cuts emissions of sulfur, nitrogen and particulate emissions by berthed ships to nearly zero, and cuts engine noise, too.

The system was pioneered in Gothenburg eight years ago after Stora Enso, a Swedish company in the energy-intensive paper industry, asked the port for help to improve its environmental profile. Costs for the system run from 70,000 euros (about \$109,000) to 640,000 euros for each outlet and largely depend on how easy it is to connect to a nearby power grid.

In Gothenburg, the costs of the system were shared by Stora Enso, the port and the Swedish government. The electricity comes from the local grid but Stora Enso pays slightly more for "green" electricity generated by windmills.

One factor hindering expansion of shore-side power is the difference in the electrical frequencies of ships. Another factor is the higher cost of electric power compared with bunker fuel, which is not taxed.

Pirates Hijack Philippine Chemical Tanker Off Somalia

KUALA LUMPUR, Malaysia (AP) — Pirates hijacked a Philippine chemical tanker with 23 crew members near Somalia, bringing the total number of attacks in waters off the impoverished African nation this year to 3, a maritime official said Tuesday.

At least two other hijacking attempts in the region were thwarted in the last two days, one by the Indian Navy, officials said.

The Philippine tanker was heading to Asia when it was seized Monday in the Gulf of Aden by pirates armed with automatic weapons and rocket-propelled grenades, said Noel Choong, head of the International Maritime Bureau's piracy reporting center in Kuala Lumpur.

According to the Malaysian Foreign Ministry, the Philippine Embassy in Nairobi and the ship's operator have identified the tanker as the MT Stolt Strength.

All 23 seamen are Filipino and are "reportedly unharmed," a ministry spokesman said, adding that Philippine authorities were coordinating with the ship's operator to secure the safe release of the vessel and crew.

There was an attempted attack the same day on a refrigerated cargo ship in eastern Somalia, but the vessel managed to escape with evasive maneuvering, the piracy center reported. The ship flies a Saudi flag but is operated out of Britain.

Separately, the Indian Navy said its marine commandos operating from a warship prevented pirates from hijacking an Indian merchant vessel in the Gulf of Aden on Tuesday.

Mr. Choong said the bureau was still verifying the attack with the Indian ship owner. He said

there were several other attempted attacks Tuesday, but details were still being ascertained.

The bureau has issued an urgent warning to ships to take extra measures to deter pirates even while sailing in a corridor of the gulf patrolled by a multinational naval force.

"The corridor is protected, but safe passage is not 100 percent guaranteed," Mr. Choong said. "The patrol boats cannot be everywhere at the same time. The ship master must maintain a strict radar watch for pirates."

Many ships have fended off pirates after seeking help from the coalition forces, he added.

Russia began escorting a Danish-operated cargo ship with Russian crew members on Tuesday following pirate attacks that claimed another ship operated by the same company last week, officials from both countries said.

NATO has sent three ships to the Gulf of Aden, one of the world's busiest shipping lanes, to help the United States Navy in antipiracy patrols and to escort cargo vessels.

The European Union has said at least four warships backed by aircraft will begin policing the dangerous waters in December. The European flotilla will eventually take over the NATO patrols.

Despite increased security, attacks have continued off Somalia, which is caught up in an Islamic insurgency and has had no functioning government since 1991.

As of Monday, there have been 83 attacks this year in Somali waters, with 33 ships hijacked. Twelve vessels and more than 200 crew members remain in the hands of pirates, Mr. Choong said, including a Ukrainian freighter loaded with tanks and weapons that was seized Sept. 25.

THE NEW YORK TIMES NOVEMBER 12, 2008

Mass Maritime Renaming Its Ship THE KENNEDY

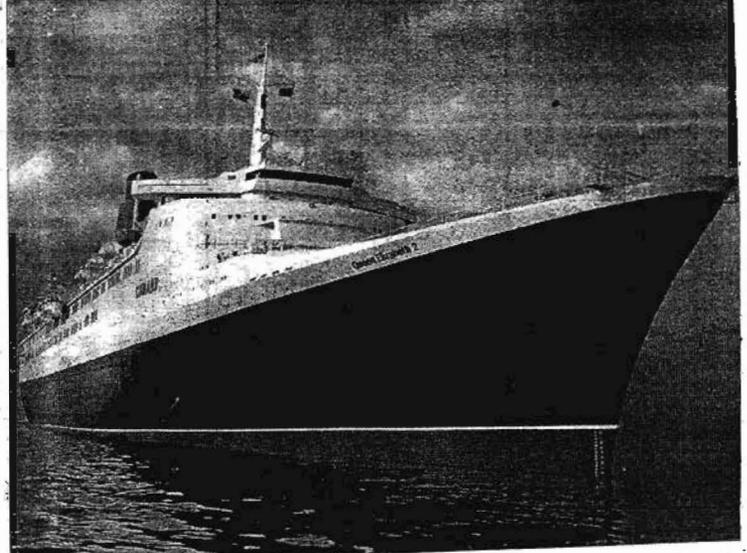
BOURNE, Mass. The nation's oldest coed maritime college plans to rename its training ship, *THE KENNEDY* in tribute to the whole of the Kennedy clan a senior official said

The idea to rename the Massachusetts Maritime Academy's *T.S. ENTERPRISE* stemmed from U.S. Rep. Wm. Delahunt's proposal to honor the service of Sen. Edw. Kennedy, who was diagnosed in May with a brain tumor, the academy's president RADM Richard Gurnon said. Focus, however, quickly shifted to the ailing senator's whole family, including the late President John F. Kennedy, former U.S. Attorney General Robert F. Kennedy and eldest sibling Joseph killed in WWII and patriarch Joseph Kennedy, the nation's first Maritime Administrator.

The academy's training ship is on loan from the federal government and will remain with the institution for the next 10 to 15 years. It takes about 500 students to sea every winter where they hone the ship-handling and operations side.

In 2001, Delahunt and Kennedy helped secure \$25 million in federal funding to convert the then 39-year old ship into a training vessel for the military-style college that trains students for maritime careers. The expenditure was criticized at the time by the Chronicle of Higher Education as one of its top examples of government waste. (from Captain George Previll)

Farewell to the last great liner



At the end of this year the QE2, grande dame of the Cunard fleet, will be retired to Dubai.

The Weekly Telegraph Wed Jul 9 - Tue Jul 15 2008

THE NEW YORK TIMES METRO TUESDAY, AUGUST 26, 2008

Ferry Crash Suit Settled for \$8.7 Million

By The Associated Press

The widow of a victim of the 2003 Staten Island ferry crash has settled a wrongful-death claim against the city for \$8.7 million, lawyers for the woman announced on Monday.

The lawyers, John Hession and James Ryan, made the announcement on behalf of Kathy Healy

and her four children. Ms. Healy's husband, John Healy, died in the crash on Oct. 15, 2003. A trial had been scheduled to start Monday in United States District Court in Brooklyn.

The ferry, with about 1,500 people aboard, crashed at full speed into a concrete pier, killing 11 people and injuring dozens of pas-

sengers. The boat's pilot was on painkillers and was suffering from extreme fatigue.

The Healy family's settlement is not the largest to arise from the crash of the ferry, the Andrew J. Barberi; \$9 million went to a survivor who lost both legs.

The city's Law Department said it believed the Healy settlement was in the best interest of all parties.

"We recognize the pain suffered by Mr. Healy's family over his tragic passing," the Law De-

partment said in a statement. "We hope the settlement brings them some measure of closure."

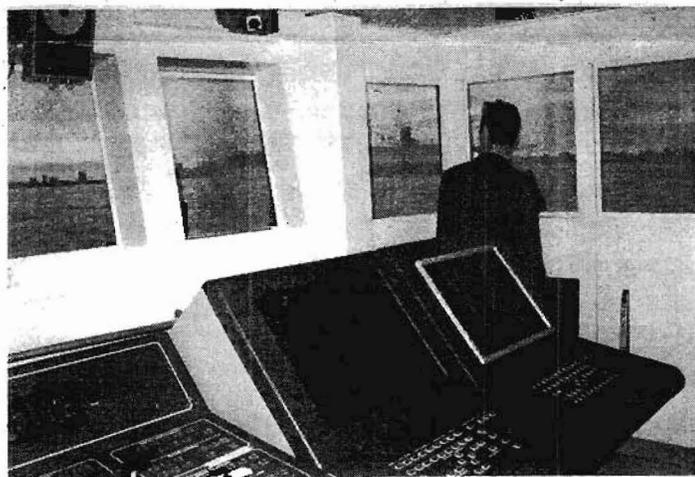
The pilot, Richard J. Smith, pleaded guilty to negligent manslaughter and lying to investigators. Mr. Smith, a former assistant captain, was sentenced to 18 months in prison.

The city ferry director, Patrick Ryan, was sentenced to a year in prison after pleading guilty to negligent manslaughter and admitting he failed to implement or enforce a rule requiring two pilots during docking.

Quarterly Meeting held at Kings Point

On 22 October, the Quarterly Meeting took place. Following the lunch, there was a demonstration of the recently up-graded Full Mission Simulator (CAORF) These part-time simulators included the new RADAR/ARPA, Ship Handling and Tanker/LNG Load programs. Shown below is one of the classrooms with members and wives hearing an explanation of some aspects.

Also below is shown the bridge simulation which, by an uncanny arrangement of projectors, is able to replicate the nautical scene, complete with moving ships (even on-coming collisions!) The incredible sensation of a rolling ship and heaving deck produced there on that bridge, caused some to reach out to steady themselves and one person to place a ball on the deck to see how fast and which way it rolled. (It did not move!)



Canada: Rules for Sea Passage

Prime Minister Stephen Harper moved to strengthen Canada's disputed control of the Arctic by announcing stricter registration of ships sailing in the Northwest Passage. The new rules will require all ships sailing into the Canadian Arctic to report to Nordreg, the Canadian Coast Guard agency that tracks vessels on such voyages. The United States and the European Union consider the passage to be international waters. (AP)

THE NEW YORK TIMES INTERNATIONAL THURSDAY, AUGUST 24, 2006

China Shipping (Group) Co.

China Shipping Container Lines Co., a unit of state-owned China Shipping (Group) Co., said Tuesday its first-half net profit fell 44%, due to falling shipping demand and rising costs. The Hong Kong- and Shanghai-listed company's net profit for the six months ended June 30 was 637.2 million yuan (\$93 million), down from 1.14 billion yuan a year earlier.

WALL STREET JOURNAL Wednesday, August 27, 2006

William Francis Gibbs

September 6th marked the passing 41 years ago of one of the world's outstanding naval architects and marine engineers at the age of 81. (The following is excerpted from the N Y Times obituary of 6 September 1967)

"William F. was president of the firm of Gibbs & Cox, Daniel H. Cox, a partner, was a naval architect who specialized in yachts and small craft. The other partner was William's brother Frederick.

William Francis Gibbs was responsible for the design of the super liner *S/S UNITED STATES*. High ranking officers have credited him with contributing more than any other individual to the success of the U.S. Navy in WWII. In the nineteen thirties, he led a long and hard-fought battle in federal and shipbuilding circles to convert warship design to high-pressure and high-temperature steam, which eventually gave fighting ships the high speed and great endurance that played an important part in naval operations in the war.

His plans were the basis for construction of more than 2,000 Liberty ships as the work-horses of the war. A determined and vociferous advocate of perfection in ship safety, he personally dogged construction of the *UNITED STATES* to see that the builders used no combustible materials. There was no wood aboard except for the galley chopping blocks and pianos in public rooms. Another of his convictions involved better compartmentalization of ocean vessels with automatic closing bulkhead doors to assure the ships' remaining afloat even if one or more compartments opened in a collision.

It is thought that more than 6,000 naval and commercial vessels have been built to Gibbs and Cox specifications. The man directed nearly 3,000 employees at the firm's peak of design work during the war and had no formal training as a naval architect. A graduate of Harvard University and holder of a law degree from Columbia University, he taught himself naval architecture.

His super liner dream was not realized until July 1952 when the *UNITED STATES* crossed the Atlantic to Southampton at an average speed of 35.9 knots, taking the speed record from the Cunard liner *QUEEN MARY*. She bested the *QUEEN MARY*'s record time in countless other crossings without ever opening to full power.

The design of her hull and other features of her low rate of fuel consumption were matters of top secrecy. The liner was built for quick conversion as a naval auxiliary, and the Department of the Navy officially designated Mr. Gibbs as the sentinel on secret features. Even after the ship had long been in service, news media could not obtain under-hull pictures of the *UNITED STATES*, although war vessels could be photographed.

A lanky man of somber mien and ascetic habits, Mr. Gibbs cultivated the role of the curmudgeon. "I am not a pleasant personality," he would say. "Under this dour exterior beats a heart of stone." An eloquent speaker, he would often refer to his reputation as a tough task-master in dealing with his staff. Some shipbuilders disliked him. He was the scourge of the builders constructing a vessel to Gibbs & Cox plans. He moved into the yard, set up an office and haunted the place, tapping at all hours, testing materials and ordering changes when equipment did not meet specifications.

Mr. Gibbs held numerous honors, awards and honorary degrees. He served in WWI as a shipping consultant to the War Department. In 1937 he was on a special advisory board on battleship plans for the Department of the Navy. In 1942 and 1943 he was Controller of Shipping, War Production Board. He is survived by Mrs Gibbs, his brother Frederick H. Gibbs and two sons, Francis and Christopher." (Contributed by Captain Harry Marshall)

Boats gearing up to detect nuke matter

Dry run planned this fall in busy Puget Sound

By Mimi Hall
USA TODAY

Dozens of law enforcement and emergency boats in one of the nation's largest and most congested waterways will be outfitted this fall with radiation detectors aimed at preventing terrorists from smuggling deadly weapons into the country.

The first-of-its kind test in Washington's Puget Sound will try to find out whether components for making radioactive or nuclear bombs could be picked up if they're hidden on a small boat cruising into a busy harbor.

"We'll all suffer the consequences if we're not able to detect something," says Coast Guard Capt. Chip Strangfeld, who is working on the project with the Homeland Security Department's Domestic Nuclear Detection Office (DNDO).

DNDO chief Vayl Oxford says he puts the nation's coasts "at the top of the list" of security challenges. "It's one of the most difficult threats we have," he says.

Puget Sound was chosen for the tests because it is so big and so busy, both with small recreational boats and cargo ships.

The area is home to two commercial ports and the nation's largest ferry system. It's the nation's top region for non-commercial pleasure boats from overseas, and 750,000 cruise ship passengers and 15 billion gallons of oil move through its waters each year, according to Seattle Fire Department Assistant Chief A.D. Vickery.

"There's a huge amount of movement of people, ships and cargo," he says. "We've got some big, big challenges here, and the federal government has recognized there are some porous areas we need to address."

The detector testing comes in response to security concerns about the detonation of a weapon of mass destruction on U.S. soil.

Homeland Security Secretary Michael Chertoff says he worries that terrorists will bypass more secure traditional ports of entry, such as airports and border crossings, and try to smuggle deadly weapons into the country aboard boats or private planes.

The "ability to counter that threat is a significant challenge"

because the USA has 95,000 miles of coastline and waterways, and conditions in the water can be rough, Strangfeld says. Yet "we know there's a strong imperative to get it done."

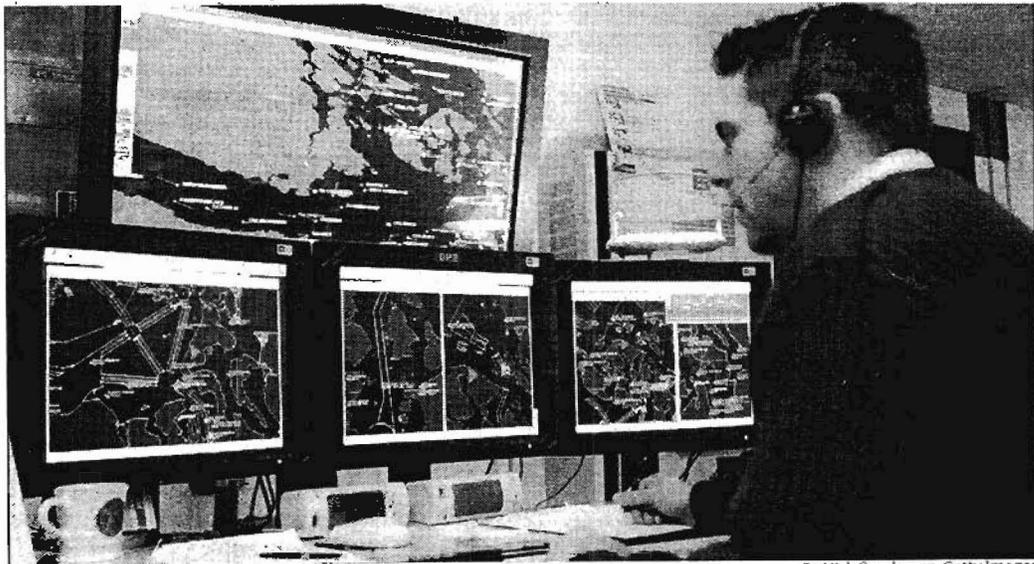
In Puget Sound, law enforcement officers are being trained to use the radiation-detection equipment aboard police, fire, harbor patrol and Coast Guard boats. They will begin using the detectors in November, and the pilot program will expand to San Diego later this fall.

Over the summer, the equipment was tested at the Department of Energy's nuclear materials complex, the Savannah River Site in South Carolina.

The DNDO is still analyzing those results.

Julian Hill, who ran the tests on a 1,000-acre lake at the nuclear complex, said 11 detectors were tested, including handheld, backpack and boat-mounted units that are used by the Coast Guard and are commercially available.

The government hopes the results will help guide police departments and other agencies confronted with companies trying to sell them expensive equipment that may or may not work. "There's a lot of people out there selling stuff," Hill says.



By Nick Gunderson, Getty Images

Location locked in: Radarman 1st Class Travis Costigan in Seattle communicates with a vessel bound for the Strait of Juan de Fuca, a waterway shared with Canada. A system of radiation detectors mounted on U.S. boats will be tested this fall off Washington's coast to help safeguard waterways.

Cost to check ports for nukes put at \$3.1B

WASHINGTON — It will cost at least \$1 billion more than the Bush administration expected to deploy advanced radiation detection equipment at the country's ports, government auditors said yesterday.

The Government Accountability Office — the investigative arm of Congress — projects it will cost \$3.1 billion through 2017 to equip U.S. ports with the machines, which are capable of sensing a nuclear bomb hidden in a shipping container.

The Bush administration had planned to spend \$2.1 billion, the GAO said, to use more than 2,000 of the current and advanced detection machines to screen rail cars, airport and seaport cargo.

The monitors now in use can detect the presence of radiation, but they cannot distinguish between threatening and nonthreatening material. Radioactive material can be found naturally in ceramics and kitty litter, for instance.

The next generation equipment, called Advanced Spectroscopic Portals, should be able to differentiate between dangerous and safe radioactive material and produce fewer false positives.

Currently, the Port of Los Angeles-Long Beach gets 400 to 500 nuclear alarms a day, and the new equipment should reduce that to 40 to 50, administration officials have said.

NYC to pay \$8.7M to ferry-crash widow

NEW YORK — The widow of a victim of the 2003 Staten Island ferry crash has settled a wrongful-death claim against New York City for \$8.7 million, her lawyers said yesterday.

Lawyers John Hession and James Ryan made the announcement on behalf of Kathy Healy and her four children. Healy's husband, John Healy, died in the crash Oct. 15, 2003. A trial had been scheduled to start yesterday in federal court.

The boat crashed at full speed with about 1,500 people aboard. Its pilot was on painkillers and suffering from extreme fatigue. Healy's is not the largest settlement; \$9 million went to a victim who lost both legs.

The city's Law Department said it believed the Healy settlement was in the best interest of all parties. The pilot, Assistant Capt. Richard Smith, pleaded guilty to negligent manslaughter and lying to investigators. He was sentenced to 18 months in prison.

U.S. punishes shipping line of Iran on gunrunning charge

ASSOCIATED PRESS

WASHINGTON — The Bush administration yesterday slapped financial sanctions on Iran's largest state-owned shipping line and its affiliates for allegedly helping to transfer weapons and military-related cargo.

The departments of State and Treasury announced the action against the Islamic Republic of Iran Shipping Lines, also known as IRISL, and 18 related companies for providing services to Iran's Ministry of Defense and Armed Forces Logistics, which controls Iran's ballistic missile research, development and production.

The action means any bank accounts or other financial assets belonging to the company that are found in the United States are frozen. Americans also are forbidden from doing business with the company and its affiliates in Iran and at least nine other countries, including Britain, Belgium, China, Egypt, Italy, Germany, Malta, Singapore and South Korea.

Officials said the step also reinforces a United Nations call for the company's ships to be inspected if they are suspected of carrying illicit material. The announcement was accompanied by a list of 123 known IRISL vessels identified by type, tonnage and flag to help maritime authorities spot ships that might bear scrutiny.

The step marks the latest effort to tighten the financial noose on Iran, which the United States accuses of bankrolling terrorism and seeking a nuclear bomb. The United States has already imposed sanctions on several state-run Iranian banks and businesses along with elements of its defense ministry and Revolutionary Guards Corps.

The United States alleges that the Iranian shipping company facilitated shipments of "military-related cargo" destined for Iran's Ministry of Defense and Armed Forces Logistics. The United States alleges the company falsified documents to conceal its cargo.

Wall Street Explained from George Murphy

— Once upon a time, in a jungle village, a man appeared and announced to the villagers that he would buy all the monkeys they could catch for \$10 each. The villagers, knowing that there were many monkeys around, went into the bush and started catching them. The man bought thousands at \$10 and as supply started to dwindle, the villagers began to lose interest as catching the few left, took greater effort.

He then announced that he would now pay \$20 for a monkey. This renewed the interest of the villagers and again, they started catching monkeys. Soon, the supply diminished even further and people once again felt the effort in catching the monkeys was worth more than the price and started going back to their farms. The offer was then increased to \$25 each and, eventually, the supply of the monkeys became so small that it was nearly impossible to even find a monkey, let alone catch it!

The man then announced that he would pay \$50 for a monkey! However, since he had to go to the city on some business, he would leave it to his assistant to buy the monkeys on his behalf.

In the absence of his boss, the assistant told the villagers, "Look at all these monkeys in this big cage that the boss has collected. Tell you what. I will sell them to you for \$35 a monkey and when the boss returns, you can sell them back to him for \$50!"

The natives thought that was a great idea and collectively rounded up all their savings and bought all the monkeys.

The assistant disappeared with the money and the villagers never saw either the boss or his assistant again. That should give you a better understanding of what just happened on Wall Street.

THE STAR-LEDGER THURSDAY, SEPTEMBER 11, 2008

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