

CAPTAIN'S



QUARTERS

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



April 2005

FROM THE BRIDGE

After an unavoidable interruption, Captain's Quarters is back on the line. Our new editor, Mr. Jack Strangfeld, was brought to us by Captain Harry Marshall, SC.

While we have been away, the Society has continued to function and prosper. The Officers and Standing Committee have been working diligently to improve the Society's operations in support of maritime knowledge and charity.

By the time that you read this, members will have received my comprehensive eight-page letter, which updates the current situation of the Marine Society. The most important feature of that letter is a proposal for changes in the By Laws. The proposed changes will bring the By-Laws into compliance with the requirements of New York law for quorums for organizations such as the Marine Society.

Moreover, the membership will be able to vote their proxies by email or by prepaid return post card.

Those and the other recommended changes will allow members to participate more meaningfully in the Society's affairs while streamlining its operations. Your support for the proposed changes is strongly encouraged by the Standing Committee.

The next Quarterly Meeting will be held at Giovanni's Atrium, 100 Washington Street, NYC, at 1230 hours on April 11, 2005. That event will provide the first opportunity to test the new voting system.

Captain Tim Ferrie, SC has organized the Society's 235th Annual Dinner, which will be held at the Marriott World Financial Center on Monday, April 18, 2005. Cocktails at 1830 Dinner at 1945, Dress Optional. Our speaker will be Frank M. McDonough, Esq. President of the New York Shipping Association. You are encouraged to support this event, the proceeds of which will be donated to our Scholarship Fund.

We hope that you like the revised format of this publication and we look forward to your comments and suggestions - particularly concerning the letter referred to above.

Articles submitted by readers are always of interest and are encouraged. While preserving distribution by regular mail for those requiring that option, we are also exploring the possibility of distributing Captains Quarters by email to interested readers.

With your continued and enhanced support, it is our earnest hope that the Marine Society will continue to grow.

Do what you can, when you can!

For the Standing Committee,
Captain Thomas F. Fox
President

TSUNAMI STORY FROM MAERSK VIRGINIA

The following message was received by the Academy Sea Year Training Department from Midshipman 3/c David Taliaferro, who had just commenced his sea year training after starting at Cornerback for the Mariner football team. No other midshipmen reported any affect from the devastating earthquake and tidal waves in the Indian Ocean, including those at Diego Garcia. You will find his story quite amazing. This is a report of how the earthquake and tsunami's affected our ship. MIDN Bockelman and I are aboard the Maersk Virginia which runs from Charleston, SC to Mumbai, India. We were not more than 24 hours away from India when the earthquake hit. Our ship was about 20 miles from the port of Salalah, Oman on the 26th when the tide was suddenly sucked out from under us. We were lucky in that the water was deep enough that we didn't run aground right there. Unfortunately, another ship that was pulling into port ahead of us did run aground and delayed our entrance into the port. We waited about 7 hours before making the final approach into the port. When we were coming in the tide dropped 5 meters in 5 minutes. There was some extremely strange water action that occurred off of our port bow. The

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MARINE SOCIETY OF THE CITY OF NEW YORK

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Captain's Quarters

Mr. John R. Strngfeld, Editor

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

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



From "West Coast Sailors" 21 January 2005

Warning of Malacca Strait depths

Shipowners are being warned that water depths in the Malacca Strait have been affected by the Asian tsunami.

A report from Malaysia's port agency cites U.S. and other experts as suggesting that water depths in parts of the strait—about 4,000 feet before the December 26 disaster—may now be barely 100 feet, much too shallow for most commercial shipping.

In one area of tsunami-affected waters, a merchant ship logged a depth of just 92 feet against the normal 3,855 feet. Also, according to a PortsWorld report, thousands of navigation aides have been shifted out of position by the earthquake and subsequent huge waves. Old shipwrecks marked on charts have also been relocated, joined by new wrecks that will have to be salvaged, moved or charted.

The Marshall Islands Registry, in a marine safety advisory, issued recommended guidance to be incorporated into watchstanding procedures especially for deep drafted vessels transiting the Mal-

acca Strait. The recommended measures are: to listen for broadcasts of changes in depths from shore stations; turn on the ship's echo sounder recorders during transits, marking times on the recorder paper together with GPS positions, and note any depths less than charted; advise VTS traffic control of any depths less than charted; notify hydrographic services of any depths less than charted; and consider broadcasting a SECURITE message if serious reductions in depths are noted.

The report quotes the Bethesda-based National Geospatial-Intelligence Agency as saying it could take months or even years to rechart altered coastlines throughout the region.

The *Malaysia's Business Times* reports that the U.S. Navy is sending two ships to begin work. The *USNS John McDonnell* and the *USNS Mary Sears* which will carry sonar, scientists and 34-foot vessels used to rechart channels.

From "Sidelights" of the Council of American Master Mariners November-December 2004

A.P. Moller Maersk Container Fleets Reach 1 Million TEUs

The multinational flag fleet operated by the container divisions of A.P. Moller Maersk hit one million Twenty-foot Equivalent Units (TEUs) in mid-November. The vessels under the company's various marques account for about 12.4 percent of the total worldwide container fleet capacity effectively deployed in all liner trades. This is the largest share in the world.

The company's different liner units, Maersk Sealand, Safmarine, Portlink, Norfolkline and APM Saigon Shipping-MCC, control 375 vessels. A.P. Moller Maersk has an additional 88 ships on order with a total capacity of approximately 460,000 TEUs.

The Maersk Sealand fleet is comprised of both U.S.-flag and foreign flag vessels and includes 25 container ships of more than 7,500 TEUs each, with another 20 vessels on order. The MM&P has recently concluded an eight-year collective bargaining agreement with Maersk to provide deck officers for Maersk Sealand's US-flag vessels. ●

THE WALL STREET JOURNAL: MONDAY, MARCH 14, 2005

Shipping Firms Make Waves In IPO Market

*Offerings by Horizon Lines,
Others Are Part of a Trend
Toward Dry-Goods Carriers*

By LYNN COWAN

Dow Jones Newswires

In the IPO market, it is literally a case of a rising tide lifting all boats.

The marine-shipping industry is benefiting from a confluence of high demand for its services and a swelling market for initial public offerings of stock in the sector's companies.

The marine-transportation industry hasn't traditionally been the stuff that IPO dreams are made of. From 1990 to 1993, the industry

averaged just one IPO a year, according to data from Thomson Financial. But in the past two weeks, three carriers—Diana Shipping Inc., Horizon Lines Inc. and TBS International Ltd.—have filed to go public following the successful IPO of DryShips Inc. in February. Last year, five marine-transport companies came public.

"These are the kind of companies you don't see hit the market too often," says Tom Taulli, co-founder of Currentofferings.com, which tracks IPOs. "But the IPO market is not just about tech anymore. It's become much broader."

The pace of IPOs so far this year has been better than at any time since 2000, and the types of companies coming to market have included everything from florists to decades-old chemical producers, so the marine-transport industry isn't the only old-line sector launching

itself at public investors.

DryShips, a Greek shipper, went public at \$18 a share in February and closed up 12% its first day. It closed Friday at \$20.13 a share.

Last year, five marine-transport companies that specialized in petroleum-product shipping hit the public market. This year, the trend is leaning toward companies like DryShips and Horizon that ship dry goods—commodities, household items and industrial parts. DryShips, Diana Shipping and TBS have cited China as a major factor affecting their freight demand.

Athens-based Diana Shipping, which could go public as early as this week, tripled its net income to \$28.5 million in the first three quarters of 2004, compared with all four quarters in 2003. It expects to boost its dividend to shareholders as a result of capital from the IPO.

TBS International, which is based in Bermuda and specializes in servicing ports that require smaller ships, swung from a loss of \$2 million in 2003 to a profit of \$41.9 million in 2004. It doesn't plan to pay a dividend.

Horizon Lines, a Charlotte, N.C., shipper, saw its operating income rise 35% in 2004, but its net income declined 10% to \$13.6 million as its interest expense tripled. The rising interest expense is related to the financing of its acquisition last year by private-equity investor Castle Harlan Inc., which plans to pay itself and other existing shareholders a special one-time dividend after the IPO, and will pay a continuing regular dividend to other stockholders.

How long the sector will continue at this cyclical peak remains to be seen. Rates are at historical highs, but at low points in the past, they have dropped below the operating costs of running the ships. "At the end of the day, it's a simple business, but it definitely involves some risk," says Mr. Taulli.

Elsewhere in the IPO market:

■ The next high-profile IPO to watch is Warner Music Group Corp., which filed Friday to raise as much as \$750 million in its public offering. The recording company, with artists ranging from Madonna to Linkin Park, was purchased from Time Warner Inc. in March 2004 by a group of private investors led by Chief Executive Edgar Bronfman Jr. No date had been set for the deal.

TEACHING

MARITIME HISTORY

I teach maritime history in the form of a class called "American Sea Power" to Plebes at the U.S. Merchant Marine Academy. The purpose is to instill a sense of pride and awareness of tradition in the future mariners. I try to cover from 1775–1970, with an American emphasis (government academy). Currently, I am overhauling the course, and am looking for input on curricular material. Now we use "American and the Sea" as the primary text, backed up by "Two Years Before the Mast" and "Abandoned Ocean" by Gibson and Donovan, with additional photocopied materials. In addition, we show films—Irving Johnson's "Around Cape Horn," and the Gregory Peck version of "Moby Dick."

My question is this: Do Marhsters have any suggestions for additional material? Is there a seminal essay you can think of that is vital to a course like this? I would like to have a stronger component on the transition to steam, the interaction between coastal and inland navigation and oceanic shipping, late 19th century labor conditions, business practices of shipping, and better material on American shipping in the 1920's–1930s. Furthermore, what themes should such a course pursue? The following themes are what I harp on right now:

Social conditions on merchant vessels

(including minorities and women)

Transition to steam & iron

Guerre de course v. guerre d'escadre

Professionalization of seafaring

Maritime Labor issues

Relationship between the Navy and merchant marine

I would gratefully receive any and all suggestions!

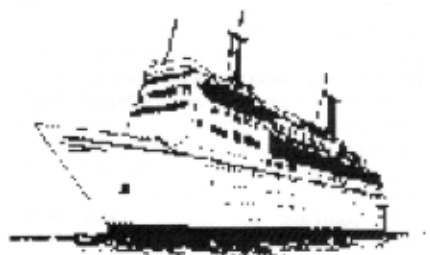
Josh Smith

USMMA

email: smithj@USMMA.EDU

NOTE:

THE NEXT QUARTERLY MEETING
Is April 11, 2005. The meeting will be
held at Giovanni's Atrium, 100
Washington St. at 1230 hours.



water seemed to be swirling in a counter clockwise fashion about 50 meters in all directions.

I was on the stern of the ship repairing mooring lines when the wave took us for a ride. We were at dead slow ahead and about 200 meters off of the land/rocks that lay to our port side. The wave took us and started moving us toward the rocks. Both side thrusters were hard over and the Master was doing all

that he could to prevent damage to the ship. We again were lucky in that we had enough side thrust and engine power to only ride up on the rocks a little bit as opposed to hitting the rocks full force. So far the damage is a ruptured fuel tank, a ruptured ballast tank, and a few other odds and ends. As we were up on the rocks the tide started to rise again and went so high that we were able to maneuver once more. The

bad part is that the tide came up so much it started spilling over the pier causing men and trucks to get thrown around some. Suddenly all was calm and the tide became normal and we were able to throw out the spring lines. Well needless to say, that was a long night and now we are headed to Spain to get repairs done.

(Contributed by
Captain Harry Marshall)

THE NEW YORK TIMES NATIONAL TUESDAY, MARCH 1, 2005

Disabled Cruise Passengers Ask for Justices' Protection

By LINDA GREENHOUSE

WASHINGTON, Feb. 28 — The Supreme Court heard arguments Monday on whether the Americans With Disabilities Act applies aboard passenger ships that call at United States ports while flying foreign flags — that is to say, nearly every cruise ship that serves the United States market.

The 1990 law guarantees to people with disabilities the "full and equal enjoyment" of any "place of public accommodation." The lower federal courts disagree on whether the definition includes the floating resort hotels that are particularly popular among people with disabilities, who select cruise vacations at a higher rate than the general population.

The United States Court of Appeals for the Fifth Circuit, whose jurisdiction includes the ports of New Orleans and Houston, ruled last year that the law did not apply, dismissing a suit filed against Norwegian Cruise Line by three passengers with mobility impairments and their two traveling companions.

The passengers claimed that they had been charged an unjustified premium for their accommodations on the Norwegian Sea and the Norwegian Star and that public restrooms and recreational facilities, including the swimming pools, had been inaccessible. The Justice Department supported the lawsuit.

The appeals court rejected the view of the Justice and Transportation Departments that the disability law applies to all cruise ships that enter United States ports, regardless of their country of registry. It is up to Congress to state clearly whether the law applies, and Congress has not done so, the Fifth Circuit said.

By contrast, the United States Court of Appeals for the 11th Circuit, which includes the ports of Fort Lau-

derdale and Miami, reached the opposite conclusion five years ago when it reinstated a lawsuit brought by a wheelchair-using passenger against a cruise line based in the Bahamas.

On Monday, Thomas C. Goldstein, arguing the appeal for the Norwegian Line's passengers, said the Fifth Circuit had misunderstood the legal principles governing the case. The plaintiffs are seeking not extra-territorial application of United States law, Mr. Goldstein said, but rather application of that law within sovereign United States territory. His clients have been subjected to discrimination "on the land, in the ports and on the waters of the United States," he said.

David C. Frederick, arguing for Norwegian Cruise Line, warned the court against applying a "Pandora's box of domestic legislation," including occupational safety laws and food and drug laws, to foreign ships. Federal judges would become the "special masters of the cruise industry," Mr. Frederick said. He said the cruise line denied the charges of discrimination, which remain untested, because the case was dismissed before trial.

The cruise line, with a business office in Miami, is a subsidiary of Star Cruises, based in Hong Kong, and registers its ships in the Bahamas. Arguing for the government of the Bahamas on behalf of Norwegian, another lawyer, Gregory G. Garre, said that applying the disability law to foreign ships would invite "international discord and confusion."

An assistant solicitor general, David B. Salmons, joined Mr. Goldstein in arguing for the plaintiffs.

"Any vessel that comes into the waters of the United States and offers service to our residents" is covered by the Americans With Disabilities

Act, Mr. Salmons said, adding that "the relevant question is whether the ship has offered a 'public accommodation' in the United States."

The justices took a lively interest in the case, *Spector v. Norwegian Cruise Line Ltd.*, No. 03-1388. But they did not appear completely satisfied with either side's position, and it was unclear by the end of the argument what the eventual decision might be.

For example, Justice Ruth Bader Ginsburg told Mr. Goldstein: "You are in effect saying, 'The U.S. rules the world.' No matter what the other ports say, U.S. law is going to govern."

When Mr. Goldstein objected to that characterization of his argument, Justice David H. Souter rephrased Justice Ginsburg's point. "It rules the world unless the world doesn't want to use the U.S. as a port of call," he said.

Are cruise ships that fly foreign flags bound by the U.S. disabilities act?

Justice Ginsburg then took an equally stern tone with the cruise line's lawyer. Under Norwegian's position, she said, the public accommodations provision of the Civil Rights Act of 1964 would be inapplicable to foreign ships, and "so a ship putting in at a U.S. port would be free to discriminate among the passengers on the basis of race."

Consistent with his legal position, Mr. Frederick, Norwegian's lawyer, had to agree, because Congress has not clearly stated that the Civil Rights Act should apply. He tried to address the question obliquely, saying, "Congress has not extended its laws to the full extent of U.S. power."

Justice Anthony M. Kennedy was not satisfied.

"We could write an opinion ruling for you but leave these other questions open?" Justice Kennedy asked in a skeptical tone. "I don't see how we can do that."

"This concerns me," Justice Ginsburg said. Observing that a majority of Norwegian's cruise passengers are Americans, she continued, "You're asking us to rule that an enterprise that is U.S.-centered is not bound by our bedrock antidiscrimination law."

When Mr. Frederick noted that compliance with the disability law on a ship could require structural modifications, Justice Antonin Scalia came to his assistance. "Why don't you draw that line?" Justice Scalia asked, explaining that the physical requirements of the statute could provide a reason for deciding that other civil rights laws applied on board ship while the disability law did not.

But Justice Sandra Day O'Connor found the reasoning unpersuasive. She noted that the disability law did not impose a blanket requirement for physical modifications, but only for those that are "readily achievable."

Whether requested changes were readily achievable could be decided later on a case-by-case basis, Justice Kennedy suggested.

Although the precise question before the court was a new one for the justices, the effort to define the reach of United States law to foreign ships is decades old and has proved quite difficult. Each side on Monday could invoke an inventory of precedents to support its position.

For example, a Prohibition-era decision by the justices held that in deference to United States law, foreign ships could not carry liquor when calling at United States ports, even if the liquor was kept under lock and key.

More recently the Supreme Court refused in 1963 to apply federal labor law to disputes between a foreign ship and its crew, on the ground that such disputes affected only the ship's internal management and not its behavior toward Americans. On the other hand, in a 1970 case, the court held that federal labor law covered disputes over wages paid by foreign ships to longshoremen working in American ports.



Mercy deploys for tsunami aid

Above: Military Sealift Command hospital ship USNS Mercy leaves San Diego on Jan. 5 to deploy on a humanitarian aid mission to the Indian Ocean. Mercy will bring disaster relief to victims of the Dec. 26 tsunami that devastated villages, seaports and resorts in several countries,

By Gillian M. Brigham

On Dec. 26 the earth shook with more violence than it had in forty years. One hundred miles off the coast of Sumatra in Indonesia, a 9.0 magnitude earthquake struck deep beneath the Indian Ocean. The quake's tremors were powerful enough to shift the sea floor and set off a string of massive tsunamis whose up to 30-foot waves obliterated coastlines throughout south Asia and east Africa. In the weeks following this natural catastrophe, the death toll has risen to more than 150,000 with millions more homeless and in need of medical care.

The global response to this disaster has been immense — the United States alone has pledged more than \$350 million in aid. But beyond sending money, the U.S. is also deploying scores of military assets to the devastated region to assist with tsunami relief efforts. U.S. Navy helicopters are airlifting food and supplies to the affected areas, military teams are on the ground assessing damage, and on Jan. 5 Military Sealift Command hospital ship USNS Mercy set sail for the Indian Ocean.

Nearly three football fields in length, Mercy can usually be found at her layberth in San Diego. On Jan. 1, however, she received the order to activate — her most significant call to duty since the first Per-

sean Gulf War. Mercy's on board hospital, the 1,000-bed Medical Treatment Facility, is one of the largest trauma facilities in the nation. Mercy's MTF has 12 operating rooms and the capability to receive up to 300 surgical patients a day. Mercy is currently configured to support 250 beds for her mission to provide humanitarian assistance to the tsunami victims and prevent further loss of life and human suffering.

“Because of the nature of this disaster, we are preparing to treat cases of infectious disease, dehydration, malnutrition and the like,” said Capt. Mark Llewellyn, MC, USN, commanding officer of Mercy's MTF. “We will be focused on providing medical care, improving public health and adapting to meet the most immediate needs of those we've been sent to help.”

Humanitarian assistance is not unusual for Mercy and her crew — in 1987 the ship conducted a training and humanitarian cruise in the Philippines and South Pacific. More than 62,000 outpatients and nearly 1,000 inpatients were treated in 14 different ports.

Mercy is normally maintained in reduced operating status with a cadre crew of 13 civil service mariners and 58 MTF personnel onboard. Once activated, Mercy had a mere five days to

get fully staffed, loaded with supplies and ready for this crucial mission.

Former chief mate aboard Mercy and her sister ship USNS Comfort, Capt. Mike Leahy was pleased with the efficiency of Mercy's transition from reduced to full operating status. As director of Mercy's load-out operations for this deployment, Leahy was in charge of making sure Mercy's cargo — food, pharmaceuticals, medical supplies and other humanitarian provisions — were loaded aboard ship in time for her to sail.

“So many agencies cooperated in making this happen,” said Leahy. “Everyone was working double shifts. I was extremely impressed.”

Mercy sailed on Jan. 5 with 275 Navy medical and support personnel from Naval Medical Center San Diego and 64 MSC civil service mariners who operate the ship.

Capt. Nate Smith, master of USNS Mercy, said that he takes special pride in deploying for this disaster relief operation.

“The idea of helping is a powerful motivator,” said Smith. “My duty, aside from the safe, efficient operation of the ship, is to assist in the success of the MTF's mission.”



“Walk the ship's silent passageways late at night when it's dark with empty beds, gurneys and wheel chairs lining the bulkheads,” said Smith. “It is an intimate experience and an affirmation of faith in what you are there for — supporting those who relieve human pain and suffering.”

Mercy will pick up hundreds of additional medical and support personnel in Singapore and should reach her destination in the Indian Ocean in early February.

WALL STREET JOURNAL. WEDNESDAY, FEBRUARY 9, 2005

She Sailed Around the World —Alone—in Under 72 Days

By G. Bruce Knecht

Sailing around the world is the nautical equivalent of climbing Everest. Making the circumnavigation alone and without stopping for supplies or rest is a bit like making the ascent without oxygen or sherpas. To undertake a solo attempt on a multi-hull vessel—a feat that only five sailors had attempted and only one had completed—pushes the imagination (and perhaps the analogy) to something close to impossible, maybe something akin to scrambling up the world's tallest peak barefoot.

Late Monday a 28-year-old woman named Ellen MacArthur did the impossible, completing a 27,354-mile lap around the world in a 75-foot trimaran. Not only that, but she did it in just 71 days, 14 hours, 18 minutes and 33 seconds to break the previous record. The petite young lady—she stands at just five-foot, two-inches—traveled at an average of 15.9 knots on a flying journey that took her south of the Cape of Good Hope and Cape Horn, through Southern Ocean gales and towering seas.

What is most impressive about McArthur's accomplishment is the stamina required to push her beast of a vessel around-the-clock, day after day. When Sir Robin Knox-Johnston became the first person to sail around the world alone without stopping in 1969, it took 312 days and he did it on a traditional monohull. McArthur's craft was a trimaran she called *Mobi* because the central hull reminded her of a sperm whale. It is much faster than a monohull, but not nearly as stable. A single false move could have led to a capsize thousands of miles from help.

She rarely slept more than four hours in a day and rarely more than 20 minutes at a time. Just handling the helm and trimming the sails was more than a full-time job. She probably raised and lowered sails that weigh twice as much as she does more than 1,000 times. Twice she climbed to the top of the mast. She also had other jobs: She was *Mobi*'s meteorologist and navigator, the master of the single-burner stove she used to warm her freeze-dried food, and the all-around mechanic who at one point had to rebuild the desalinator that produced drinking water.

"The woman is absolutely incredible," says Brad Van Liew, America's foremost single-handed sailor. "In the sport of sailing, there is no greater accomplish-



Ellen MacArthur

ment than the solo unlimited around-the-world record. Her size, her gender, her physical strength does not seem to make any difference to her."

Her race around the globe was marked by every imaginable challenge. The problems with the water maker almost required her to pull out of the race. Her electric generator also failed, and her arm was badly burned when she attempted to stop its fumes from pouring into her cabin. At one point, she almost collided with a whale. Still, by the time she rounded the southern tip of South America and headed back toward the starting line, an imaginary line between France and England, it appeared that she would smash the record by four or more days. Then, as she approached the equator, she entered the doldrums where she was left in a windless sea off the coast of Brazil where her margin completely evaporated.

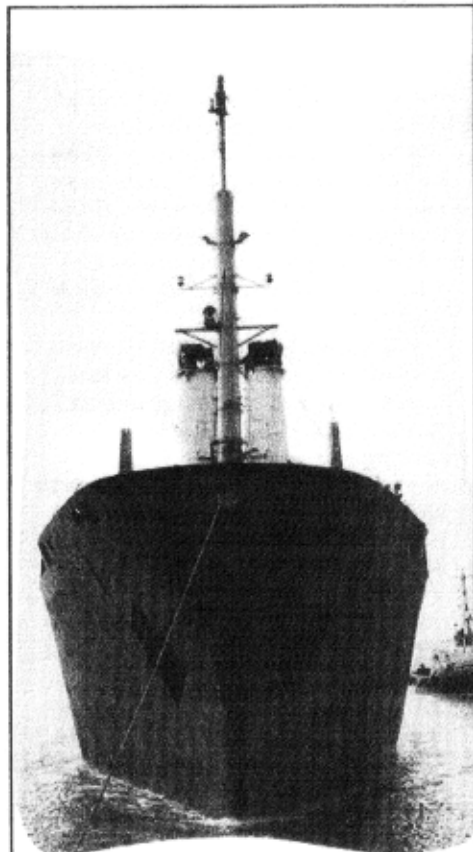
"The last 24 hours have been absolutely horrendous," she told her onshore crew a few days before the finish. "I've had about 15 minutes of sleep I think through the night. There have been ships everywhere, rain squalls. We had the wind direction changing. At one point the boat tacked itself because the wind shift was so great. It's been a full-on night and I am very, very tired. I'm just going to have to hang in there until the finish."

A day later, as she crossed the Bay of Biscay, she was hit by a powerful Atlantic storm with gale-force wind and violent seas and was forced to assume a course that took her away from the finish line.

The record she had to beat was set just a year ago by a Frenchman named Francis Joyon. In addition to becoming the first solo multi-hull sailor to make it around the world without stopping, he did so much faster than anyone expected—72 days, 22 hours, 54 minutes and 22 seconds. As a result, the record was thought to be secure for at least a decade. Even members of MacArthur's support team admitted that it would probably take her two or three attempts. "I was hoping to keep the record a bit longer," Joyon said yesterday. "The mere fact that she was able to sail around the world nonstop was quite an exploit, but to smash the record at the same time deserves my warmest congratulations."

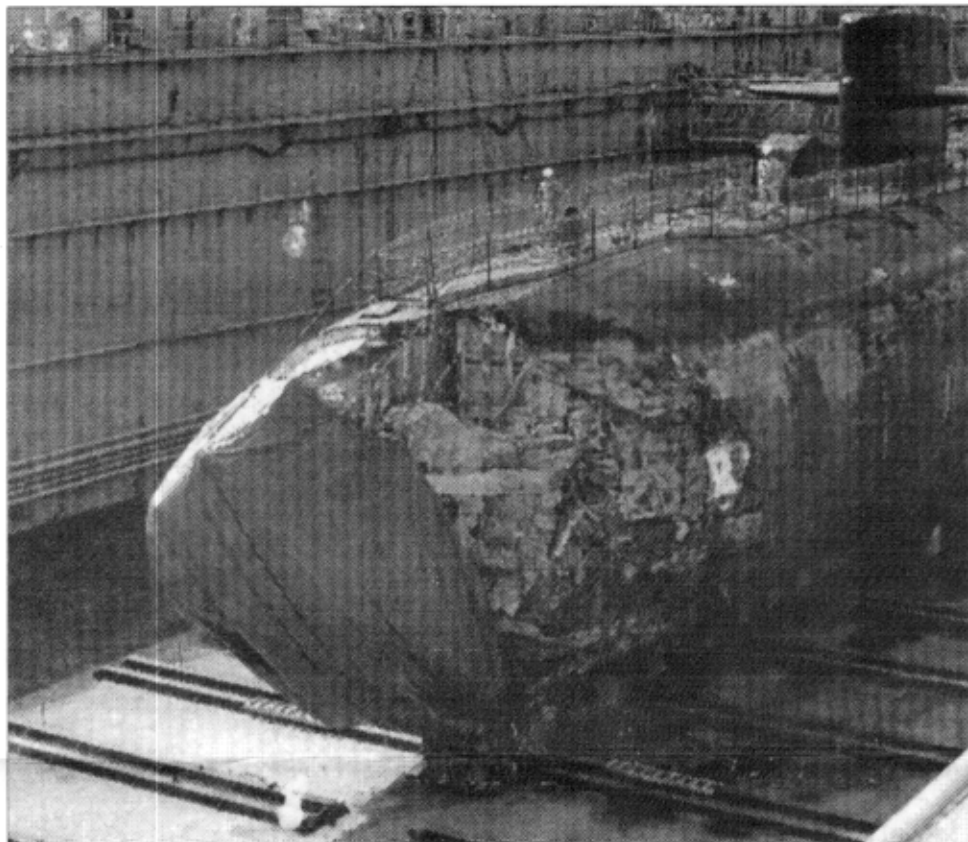
When an exhausted McArthur arrived in Falmouth Harbor yesterday, she admitted that she was relieved that her race against the clock had come to an end. "Speed comes at a very high price," she said. "The motion of the boat can be horrendous." But she also made it clear that she will continue to hunt for more mountains. "There are lots of other records out there," she said. "The trans-Atlantic record is there and that's something I'll be aiming for."

Mr. Knecht, the author of *The Proving Ground: The Inside Story of the Sydney to Hobart Race*, is at work on a book about illegal fishing.



<http://www.navy.mil/view> Navy NewsStand - Eye on the Fleet

Description: The Los Angeles-class fast-attack submarine USS San Francisco (SSN 711) in dry dock to assess damage sustained after running aground approximately 350 miles south of Guam Jan. 8, 2005.



050127-N-4658L-030 Apra Harbor, Guam (Jan. 27, 2005) - The Los Angeles-class fast-attack submarine USS San Francisco (SSN 711) in dry dock to assess damage sustained after running aground approximately 350 miles south of Guam Jan. 8, 2005. The Navy former dry dock known as "Big Blue" is capable of docking ships that weigh up to 40,000 Long Tons. The Navy certified Big Blue for the one-time docking of San Francisco. San Francisco is the second fast-attack submarine to be attached to the forward-deployed Submarine Squadron Fifteen, home ported on board Naval Base Guam. U.S. Navy photo by Photographer's Mate 2nd Class Mark Allen Leonasio (RELEASED)

THE NEW YORK TIMES **NATIONAL** SATURDAY, FEBRUARY 12, 2005

Captain in Submarine Crash Is Relieved of Command

By CHRISTOPHER DREW

The Navy relieved a submarine captain of his command today for failing to follow critical navigational procedures before the vessel crashed into an undersea mountain in the South Pacific last month.

The officer, Cmdr. Kevin Mooney, also received a letter of reprimand after a hearing in Yokosuka, Japan. One sailor was killed, and the Navy now says 98 others were injured on Jan. 8 when the nuclear attack submarine San Francisco hit the mountain at high speed.

The submarine was 500 feet below the surface at the time, and Navy of-

ficials have said that the mountain was not on its charts. But in announcing the disciplinary action today, the Navy said investigators had also found that "several critical navigational and voyage planning procedures were not being implemented" aboard the San Francisco.

The Navy said Commander Mooney had placed the vessel in danger by "not assuring that these standard procedures were followed."

Navy officials declined to offer details of the navigational errors, and Commander Mooney could not be reached for comment.

The decision to relieve him was made by Vice Adm. Jonathan W.

Greenert, the commander of the Navy's Seventh Fleet.

The San Francisco was traveling close to top speed when it crashed. Commander Mooney has said that the navigational charts did not indicate any hazards in the area. But the main chart onboard was created in 1989 and was based on even older data. Some former submarine captains have said the sketchiness of that data should have prompted greater caution.

The collision severely damaged the submarine's bow, and 23 of its 137 sailors were injured too severely to stand watch duty as the vessel limped back to its base at Guam.

IF I WERE SKIPPER

If I were Skipper, I would like to say "You did a good job yesterday."

I'd seek out the mate, or the cook, or a boy,

Whose heart would leap with a thrill of joy

At a word of praise, and I'd pass it out

Where the crew could hear as I walked about.

If I were in charge, I would like to find The Sailor whose work is the proper kind;

And whenever to me a good thing came,

I'd ask to be told the toiler's name,

And I'd go to him and I'd pat his back,

And I'd say, "That was perfectly splendid, Jack."

Now a bit of praise isn't much to give,

But it's dear to the heart of all who live;

And there's never a man on this good old earth

But is glad to be told that he's been of worth;

And a kindly word when the work is fair

Is welcomed and wanted everywhere.

If I were "Skipper," I am sure I should

Say a kind word wherever I could,

For the sailor who gives his best by day

Wants a little more than his monthly pay;

He likes to know with the setting sun

That the Old Man's pleased with a job well done.

—Anonymous



Jim Wilson/The New York Times

Even the Bridge Held Its Breath

Two cranes aboard the vessel Zhen Hua I cleared the Golden Gate Bridge yesterday on their way to the Port of Oakland, Calif., where they will be used to load and unload cargo. The

240-foot cranes were lowered to 210 feet and workers had to wait for the waves to calm. The cranes cleared the Golden Gate Bridge by 20 feet, and later the Bay Bridge by about 5 feet.

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