

CAPTAIN'S



QUARTERS



Chartered 1770
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,
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April 2006

FROM THE BRIDGE

This is my first letter to the membership as your newly elected President, and I would like to start off by saying how truly honored I feel to serve as its 70th President. I look forward to working with all of the Officers and Standing Committee and feel that, together, we will be able to achieve many great accomplishments and keep the Marine Society on a steady course.

I would like to extend my sincere gratitude to Captain Thomas F. Fox for his hard work during his three years at the helm as President. Captain Fox, along with the help of the Standing Committee, revised the necessary changes to the By-Laws to bring the Marine Society into the 21st Century and stay within the laws of the City of New York. Thank you, Captain Fox, for your many hours of dedication and service to the Society.

It is a pleasure to announce the following 2006 Officers for the Marine Society of the City of New York:

CDR Robert H. Pouch – First Vice President
Captain James J. McNamara – Second Vice President
Captain Harold A. Parnham – Treasurer
Captain Cynthia L. Robson – Secretary
Captain James T. Shirley, Esq. – Attorney

It is an equal pleasure to announce the 2006 Members of the Standing Committee:

Captain Herman Fritzke, Jr.	Captain Thomas F. Fox
Captain Hugh M. Stephens	Captain George C. Previll
Captain James C. DeSimone	Captain Harry W. Marshall
Captain Frank Zabrocky	Captain Robert A. Fay

I look forward to working with each and every one of you in the upcoming year. Thanks also must go to Captain Frank Shellenbarger and Captain Victor Goldberg for their years of service and devotion to the Marine Society of the City of New York for their countless hours of hard work and for helping set the course for the Society today. Thanks also go to our Administrative Assistant, Ms. Karen Laino, whose diligence in handling our everyday operations is paramount to the smooth sailing of the Marine Society.

Following the election in January, we hit the deck running. In these last short three months we have been hard at work. Changes have been completed to the Society's By-Laws and you are asked to review them. The Standing Committee has voted unanimously to adopt them and, on April 24, 2006 at 6:00 pm in the Empire Room at the New York Financial Center Marriott, you will have a chance to cast your vote on these changes designed to benefit the Society and all its members, both present and future.



P.P. Captain George Previll, Chairman of Nominating Committee swears in Captain Timothy Ferrie as new President

We have also secured a permanent residence at the Stephen B. Luce Library at Fort Schuyler for our 236-year old Charter, signed by King George III which states "*to improve maritime knowledge and provide relief to indigent and distressed ship masters, their widows and orphans.*"

My gratitude goes to members of the sub-committee who took time out of their busy schedules to review the sites that were considered to house our Charter. It has recently undergone extensive restoration and preservation and plans are underway to display the Charter at our Annual Dinner.

We are also looking into having a lifeboat rowing race between Fort Schuyler and Kings Point with an annual Challenge Cup trophy and \$1,000. waterfront grant presented to the winner. We have also agreed to continue, on a bi-annual basis, the policy of awarding donations to worthwhile recipients that meet the parameters within our Charter.

I look forward to seeing everyone at the 236th Annual Dinner on Monday, April 24, 2006. I have designated the entire proceeds of the dinner to the Society's Scholarship Fund which was established to encourage our youth to seek careers in the Maritime Industry and will be presenting a check on behalf of the Marine Society of the City of New York to VADM John W. Craine, S.U.N.Y. and to VADM Joseph D. Stewart, USMMA. Our honored guest and speaker for the evening will be Mr. James J. Devine, President and CEO, New York Container Terminal, Inc.

In closing, I thank you for the honor and privilege to serve as your President of the Marine Society of the City of New York.

Officers

Captain Timothy J. Ferrie President
 CDR Robert H. Pouch 1st Vice President
 Captain James McNamara 2nd Vice President
 Captain Harold Parnham..... Treasurer
 Captain Cynthia Smith..... Secretary
 Captain James T. Shirley, Esq..... Attorney

Standing Committee

Captain James C. DeSimone
 Captain Robert Fay
 Captain Thomas F. Fox
 Captain Herman Fritzke
 Captain Harry Marshall
 Captain George Previll PP
 Captain Hugh Stevens
 Captain Frank Zabrocky

Captain's Quarters

Mr. John R. Strangfeld, Editor

Administrative Assistant

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.

Container Collapses prompt recall of Some Twistlocks

The loss of 400-500 containers in heavy weather in northern European waters has prompted MacGREGOR to replace thousands of fully automatic twistlocks used to secure the deck stacks aboard container ships.

The key supplier of container lashing equipment says the move is "precautionary" and advises that none of its twistlocks have been involved in the incidents affecting a number of vessels worldwide.

During high-profile incidents in Europe last month, ships operated by Maersk and CMA-CGM lost 250 containers in the space of two weeks. Market leader MacGREGOR, which introduced the fully Automatic twistlock some 18 months ago, is to replace about 70,000 of the cargo securing devices with proven semi-automatic

Silicosis Clam-Up

The silicosis lawsuit scandal rolled into Congress last week, and it was quite the spectacle. The highlight was the sight of three doctors raising their right hands to swear to tell the truth, the whole truth, and then taking nothing but the Fifth Amendment.

Ray Harron, Andrew Harron and James Ballard were three of the dozen doctors singled out last summer by federal Judge Janis Graham Jack for supporting 10,000 phony silicosis claims that she said had been "manufactured for money." Her opinion piqued the interest of House Oversight and Investigations Subcommittee Chairman Ed Whitfield, who invited the doctors to testify as part of a probe into public health and legal fraud.

The doctors declined to appear voluntarily, so they were subpoenaed. They still haven't provided documents to the committee, and in the hearing last week all three were lawyered up and hunkered down. You can decide what this says about their honesty, or their potential vulnerability before the federal grand jury now probing sham diagnoses.

The dumbstruck docs were a lot more energetic when it came to their assembly-line diagnosis of both asbestosis and silicosis, a disease caused by exposure to silica particles found in construction materials. For their effort, they were paid millions of dollars by X-ray screening companies hired by plaintiff lawyers. The Manville Trust—one of the largest asbestos funds—recently disclosed new statistics about the doctors who have sent the most such business its way.

Ray Harron tops every category, having personally diagnosed disease in 51,048 Manville claims. He also supplied 88,258 reports in support of other claims. And he made it a trifecta by diagnosing more claimants in one day than anyone else: 515 people on November 21, 1994, or the equivalent of more than one a minute in an eight-hour shift.

Dr. Ballard also ranks high, having provided 10,700 primary diagnoses, and a further 30,329 reports in support of claims. Though Dr. Ballard's all-time daily high is a mere 297,

these guys must be truly gifted diagnosticians.

One doctor who did find his voice before Congress last week was George Martindale. He had found silicosis in more than 3,600 plaintiffs

The super docs take the Fifth.

in the Jack litigation, only to admit later that he didn't even know the criteria for diagnosing the dis-

ease. He had included in his reports a standard paragraph provided by the X-ray screening company (N&M) that had hired him, and Dr. Martindale said he only found out later that lawyers had submitted the claims listing him as the principal diagnosing physician. Dr. Martindale told the committee that he thought he was merely providing a "second opinion" on people Ray Harron had already diagnosed.

If you're beginning to feel a little slimy just reading this, we know how you feel. N&M's owner, Heath Mason, told the committee that the boilerplate legal language he gave Dr. Martindale had in turn been provided to him by a Texas law firm, Campbell, Cherry, which had also explained to Mr. Mason that it "needed a different doctor" than Dr. Harron to sign off on the diagnoses. Why? Mr. Mason didn't say, but one guess is that Dr. Harron was by then under scrutiny for his volume of asbestosis and silicosis diagnoses.

Mr. Mason also admitted that "a lot" of plaintiff law firms would pay him only if he provided positive diagnoses, and that the lawyers had to "approve" any doctor he retained for the diagnostic job. The lawyers seem to have known precisely who they could count on for their diagnostic dirty work. Mr. Mason also disclosed that law firms such as Campbell, Cherry would send him what he called their "inventory" of asbestos plaintiffs for N&M to then also "screen" for silicosis. Never mind that it is rare for any patient to have both illnesses—a point that helped cause Judge Jack to suspect that something was rotten in her courtroom.

Mr. Whitfield is far from done. His committee has sent letters to 13 law firms seeking information about their financial arrangements and interactions with doctors and screening companies. It'll be instructive to see if they too exercise their right against self-incrimination.

twistlocks for customers who have been supplied with the newer equipment.

A preliminary review of the incidents, which all occurred last month, indicated that all the ships concerned were using fully automatic twistlocks between their corner castings. Although there had been no reported failures of MacGREGOR equipment in the various incidents, the review also indicated that the design itself, in which a single latch was employed, might have failed to lock together containers which were not precisely the same dimensions. A similar design was used by a number of different manufacturers which also had fully automatic twistlocks on the market.

There has already been some reluctance to use the fully automatic twistlocks since, unlike their semi-automatic predecessors, they could not be used for vertical tandem lifts. Two types of twistlock, the ALC-2 and the ALC2/1 are the ones being withdrawn by MacGREGOR.

(Excerpted from MARHURST—sent by Captain Marshall)

MARINE SOCIETY ELECTS 70TH PRESIDENT

At its 256th Annual Meeting on 30 January 2006, The Marine Society of the City of New York elected Captain Timothy J. Ferrie as 70th President. He succeeds Captain Thomas F. Fox who has served since 2003.



Captain Ferrie is a member and Full Branch Pilot with the United N.J. Sandy Hook Pilots Association. He has been a member of the Marine Society since 1991 and member of the Standing Committee since January 1994. Captain Ferrie was born on Staten Island and is a graduate of St. Peter's Boys High School and from S.U.N.Y Maritime College at Fort Schuyler in 1978.

Captain Ferrie also holds the elected position of being the East Coast Representative for the International Organization of the Masters, Mates and Pilots, Pilot Group. He is a member and past director of the Maritime Association of the Port of N.Y. and N.J. He is a well known and respected figure in the New York and New Jersey maritime community.

Captain Ferrie resides in Point Pleasant Borough, New Jersey. He has been a member of the Point Pleasant Borough Council for the last eight years and served as Council President in 2003. He is a trustee for the Point Pleasant Foundation for Excellence in Education. Captain Ferrie is a member of both the Point Pleasant Borough Chamber of Commerce and also a member of the Chamber of Commerce in the Borough of Point Pleasant Beach. He is the owner of the local retail store, *The Train Room* which is located in Point Pleasant Beach.

At this same meeting, Robert H. Pouch, Executive Director of the Pilot Commissioners of the State of New York was elected as First Vice President of the Marine Society. By their election as officers of the Marine Society they become Trustees of Sailor's Snug Harbor located in Sea Level, NC, formerly located on Staten Island.

POD WOES FORCE QUEEN MARY 2 BACK INTO DRYDOCK

February 15 2006 Lloyds List

Cunard flagship *QUEEN MARY 2* is to be docked for six days at Blohm & Voss Hamburg yard in May to remove a propulsor pod damaged when leaving Port Everglades last month. Repairs to the pod, which is due to be replaced in further drydocking in November, will mean the cancellation of two voyages. Port calls at Fort Lauderdale and Salvador in Brazil are being cancelled when the ship heads towards New York in April with a substitute call in the Virgin Islands.

A spokesman for Cunard would not comment on the likely cost of repairs to the ship. The QM2 spent 18 days in drydock in Hamburg before departing on a 38-day South American cruise, during which it was damaged after hitting the side of the channel while leaving Fort Lauderdale.

Rolls-Royce Marine supplied the QM2's four 21.5MW Mermaid podded propulsors in combination with Alstom Powers Motors. The ship is capable of 25 knots on three pods, according to a Blohm & Voss statement yesterday. An investigation by both the US Coast Guard and Cunard into the accident is continuing, the Cunard spokesman said. The ship was under tow and had a pilot on board.

Cost of repairs aside, the damage has already proved expensive, with passenger pressure resulting in their being offered full refunds for three missed port calls, following the accident. Disgruntled passengers were threatening a class action ahead of Cunard's decision to off full refund for the missed calls.

(excerpted from an article sent in by Captain Harry Marshall)

Extract of Minutes, 1/30/06 Annual Meeting

In his retirement speech as President, Captain Fox graciously thanked all who have helped him over the last 3 years. He gave special thanks to Capt. Fay for all his work on the restoration and framing of the Charter, to; Capt. Ferrie for his work as dinner chairman, to Capt. McNamara for his work as 1st V.P. Thanks also went to Capt. Previll for his work on the Standing Committee and Nominating Committee, to Captain Parnham as Treasurer and to Capt. Robson as Secretary and who, along with Daniel Robson, have done such good work on the Marine Society web site.

The floor was then turned over to Capt. George Previll who, as chairman, introduced members of the Nominating Committee and their slate which was:

Captain Timothy J. Ferrie, for President
CDR. Robert H. Pouch for 1st Vice President
Captain James McNamara for 2nd Vice President
Captain Harold A. Farnham for Treasurer
Captain Cynthia L. Robson for Secretary

There being 39 signed proxy cards signed and 33 members present and with no nominations from the floor, the Secretary cast one vote for the unanimous slate.

Following the swearing in of all the new officers, Captain Ferrie gave his acceptance speech and named the Standing Committee including the appointment of Captain James Shirley, Esq. as Counsel. He then gave special thanks to Captain Fox for his years of hard work and dedication.

Captain Ferrie then asked Ken Healey from SUNY Maritime and Captain Charles Renick from USMMA, Kings Point to speak regarding possible housing of the Charter. Ken Healey assured all present that Ft. Schuyler could fill every need described in the letter, Captain Renick assured all present that Kings Point is prepared to give the Charter a home. They are working on all specs requested in the letter.

BUREAU OF MISSING PERSONS

For whatever reason, mail from the Marine Society to those listed has been returned to the office undelivered. Karen Laino, Admin. Asst., lists the following: with their last known locations.:

Mr. W. James Amoss jr.	New Orleans . LA
Capt. Jerry Aspland	Fountain Valley CA
Mr. John Bowers	ILA
RADM David Brown USMS	Pres. SUNY Maritime 1997
Capt. William H. Burrill	Grimstead, VA
Capt. Robert W. Cameron	Singapore, S.S.
Capt. Robert Darley, jr	Morganville, NJ
Capt. Dragutin Domac	California
Capt. William H. Harvey	Mobile, AL
Rev. Peter Larom	United Seaman's Church Institute of NY/NJ
Capt. Anthony L. LoRe	Brick, NJ
Capt. Charles M. Machem	Mathews, VA
Capt. Steven J. Mallock	Miami Beach, FL
Rev. Daniel P. Matthews	Rector, Trinity Church Parish
Mr. Robert E. O'Brien	Smoke Rise, NJ
Capt. Richard M. Perry	Beaufort, NC
Capt. Robert E. Quinn	Fort Myers, FL
Capt. Lawrence A. Renehan	Fairfield, CT
M. Lee Rice	Winchester, VA
Capt. Robert L. Riddle	Belfast, Me
Capt. John R. Sambrook	Basking Ridge, NJ
Capt. George K. Tucker	Swedesboro, NJ
Monsieur William Warner	Cannes, France

Please let the office know if you are able to update or correct the records for any of the above

Training Ship Returns to Its Campus, a Bronx Pier

By MANNY FERNANDEZ

Most college students would shrug if they heard that a campus bus was on its way home from a field trip. But at the State University of New York Maritime College in the Bronx, students and administrators feel a deep connection to the Empire State VI, the school's 565-foot, 17,000-ton training ship, floating classroom and nautical mascot.

Early yesterday morning, Tom Spina, the men's basketball coach (class of '94), hopped aboard a small boat and sped out into the frigid waters of the East River with several students and the acting president, Vice Adm. John W. Craine Jr. And there she was, the Empire State, a steam-powered hulk that in the distance appeared like a mirage below the Bronx-Whitestone Bridge.

Six months of Alissa Bello's four years at Maritime College have been spent aboard the ship, as part of a summer-at-sea program that took her and other cadets to ports in Turkey, Italy, Belgium, Poland and beyond. "It's been our home," Ms. Bello, 21, said shortly before Mr. Spina steered his boat alongside the Empire State.

The ship was returning not from an educational sojourn but from another kind of mission. After Hurricane Katrina ravaged the Gulf Coast, the Empire State was one of 10 ships activated for service by Transportation Secretary Norman Y. Mineta in September.

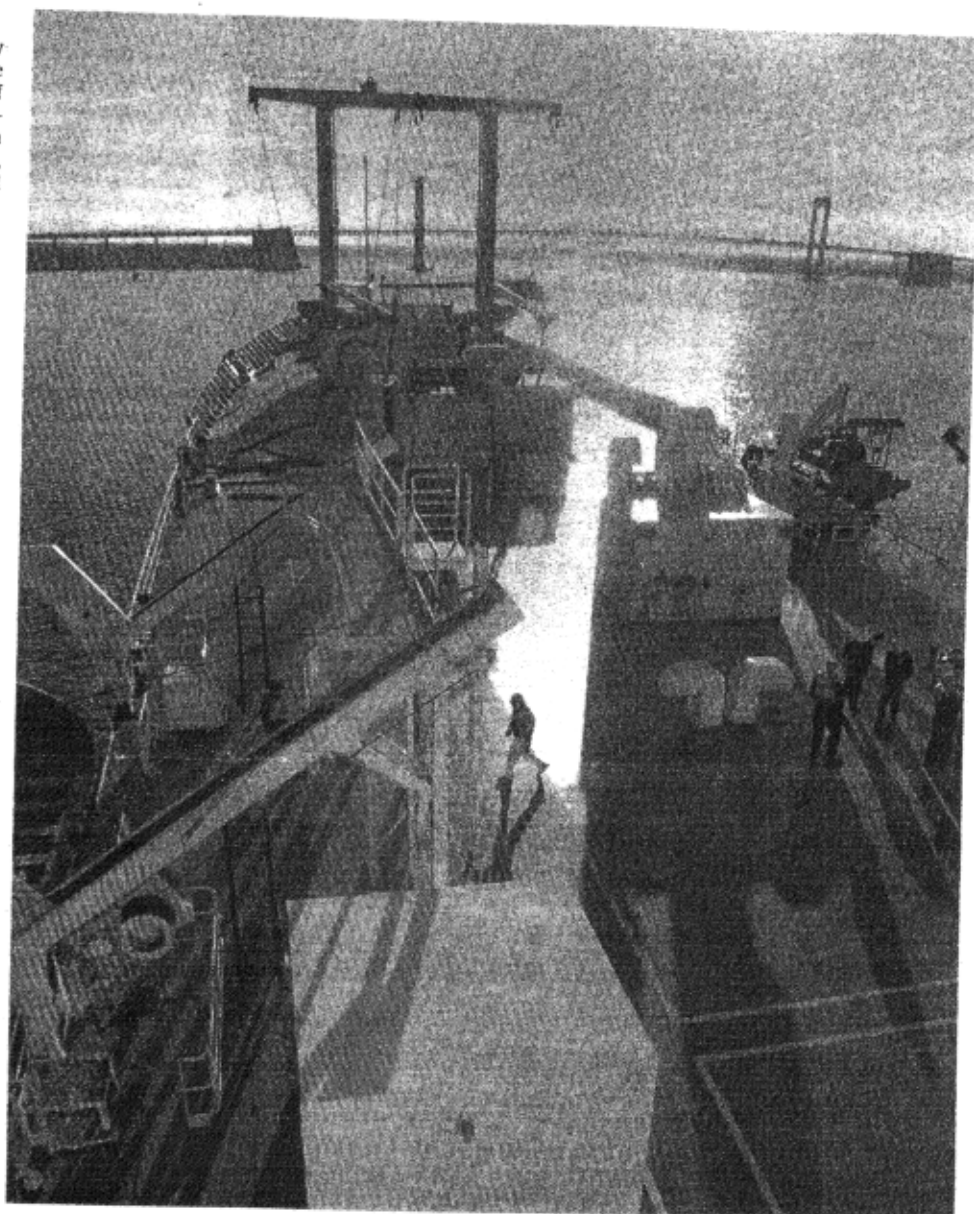
Students were not allowed to go to New Orleans then because the semester was just getting under way. But several alumni and college staff members at the 1,200-student college took part in the mission off and on.

For six months, the ship provided housing and meals for workers repairing a damaged oil refinery near Belle Chasse, La., and for harbor police and longshoremen at the Seventh Street Wharf in New Orleans. The ship's crew served 145,000 meals and sheltered roughly 400 people a day after arriving at the region on Sept. 16.

The return of the ship yesterday to Olivet Pier at the school was part homecoming celebration, part midterm-on-the-docks. Many students woke up early, before their classes, to help bring the ship in. They wore paint-smeared overalls or sweatshirts emblazoned with "Maritime" across the front, as they worked from the ship and from the pier.

Ms. Bello, the student government president, pulled on a line her classmates threw overboard, a mismatched tug-of-war as the vessel gently kissed the pier's rubber fenders shortly after 8:30 a.m. Craig Engelhardt, 21, missed five classes in recent days, but he had an excellent excuse at the oldest maritime school in the country: He was one of two cadets who flew to New Orleans last week to join the crew on the ship's five-day voyage home.

Students aboard the smaller boat that met the Empire State stood mostly in silence as the ship approached the pier. Many are preparing to graduate and go into military service or take up shipping or maritime careers. "I noticed everyone saying, 'There she is. There she is. She's back,'" said James Reeves, 21, who like other seniors spent three separate summers getting hands-on experience on the Empire State as it



The Empire State VI, heading toward the Throgs Neck Bridge yesterday morning after serving in the waters around New Orleans. It was one of 10 ships activated in September.

Phil Marino for The New York Times

traveled the world. "You have a deep respect for the ship."

The Empire State is only the eighth training ship used by the college since the school was founded in 1874.

It was built in Virginia as a bulk-cargo freighter and was commissioned as the Oregon in 1962. In the late 1980's, it was converted to a training ship and recommissioned the Empire State VI in 1990. The ship, part of the federal Maritime Administration's Ready Reserve Force, was called into service once before in January 1994, when it was used to take Ameri-

can troops out of Somalia.

The ship's trip to New Orleans might be one of its last humanitarian missions. Admiral Craine, the college president, said the old vessel is nearing the end of its service, adding that talks were under way with the Maritime Administration about a replacement.

The ship's captain, Rick Smith (class of '81), who guided the Empire State home, was already thinking about the next mission. In May 650 cadets will climb aboard for another summer training excursion. On the itinerary: ports in Greece, Romania and Croatia.

In Indicting Boat's Captain, U.S. Tries to Send a Message



Three people died last September when a charter boat sank in rough seas in Winchester Bay, Ore., above. The captain, Richard J. Oba, left, was charged with seaman's manslaughter under a little-used statute.

By TIMOTHY EGAN

WINCHESTER BAY, Ore. — The waves that torment the area where the Umpqua River empties into the Pacific are among the most fierce on the West Coast — as tall as a two-story building at times, with a punch that can shatter a boat into splinters.

So it was not surprising that it took just two breakers to sink the 38-foot charter vessel Sydney Mae II here last September, throwing the captain and four other people into the icy surf after a long day of tuna fishing. Three people died, and two were rescued, including the captain.

But what followed has stunned people throughout the maritime community and prompted questions about the duty a ship captain has to

years in prison for the three deaths. Mr. Oba, through his lawyer, has denied the charges and expressed remorse for the loss of lives.

The sinking of the Sydney Mae II is being used by the federal authorities to send a message to thousands of boat operators that they can face years in prison if people die while on board a ship under their command.

"There has been a spate of small passenger boat accidents, and finally someone at the federal government got a wake-up call and said, 'We've got to do something,'" said Richard Dein, a retired veteran of Coast Guard operations in Oregon and a board member of the National Marine Charter Association.

"In all the years I've been involved with boating, I can't recall a captain of a charter vessel being indicted," Mr. Dein said.

Federal officials are still investigating the cause of another accident that has prompted calls for tighter regulation of commercial boating, the capsizing of a tour boat last October on Lake George in New York, where 20 elderly tourists died.

The law on a skipper's responsibility at sea was used prominently after a Staten Island ferry, the Andrew J. Barberi, slammed into a concrete maintenance pier in 2003, killing 11 people and injuring dozens of others. The ferry pilot, Richard J. Smith, passed out at the helm, officials said. He pleaded guilty and was given an 18-month jail sentence in January.

But besides that case, maritime law experts say, the law has been used perhaps no more than a dozen times in the last 100 years, and has almost never been used in accidents off the Northwest Coast, which has some of the most challenging seas of the contiguous 48 states.

"They're trying to make Captain Oba a poster boy for all the other charter operators," said Per Ramfjord, Mr. Oba's lawyer.

A Justice Department official said the government wanted to send a message to boat operators who ignore warnings and safety procedures in pursuit of fish and profit in the Pacific.

On the Northwest Coast, where rivers that drain soggy mountain-sides crash into Pacific waters that roll in from across a huge span of the globe, maritime accidents are common and even take on mythic status. The Columbia River Bar is known as the Graveyard of the Pacific for its ship-swallowing powers, and the metal skeletons of some of the larger shipwrecks are embedded in sand.

In this fishing village, where Captain Oba based his charter operation, the names of "the men and women from this port who have been lost while seeking their livelihood from the sea" are etched in a cedar memorial at dockside. It lists 44 people.

In the small harbor, Captain Oba was a big presence. The marina is now mostly shuttered because of the winter storms that blow in almost daily. But pictures, brochures and advertisements abound, showing happy customers holding big fish on board the Sydney Mae II and offering an assurance that the "fleet was designed to fish with your safety and comfort in mind."

On Sept. 19, the Sydney Mae II took off with the captain, his bookkeeper and three paying customers to troll for tuna. The day was clear and sunny, the seas relatively calm, according to a National Transportation Safety Board investigation report released in December.

After 12 hours of fishing, the boat tried to return to its home port by way of the Umpqua River Bar. After Captain Oba was informed by the Coast Guard that the bar was closed because of rough water, he "expressed displeasure and seemed determined to go in at least to have a

closer look," said a survivor quoted in the report.

Closer to the bar, the captain was again told that it was closed to small boats and reacted angrily, according to a Coast Guard watchman. He made several cellphone calls to associates to get other opinions.

At dusk, around 8:30 p.m., the boat was hit by the first of two waves just outside the bar. The first one broke over the stern, and the boat started to list. With the second wave, all five people were thrown into the water. The captain was the only one wearing a lifejacket. Three of the passengers clung to one another and to a small floating ring, but another wave broke them apart.

The Coast Guard, from its station just inside the bar, got to the scene within an hour. The captain and a passenger holding on to him were rescued.

The accident was similar, in many respects, to a sinking that still haunts this area — the capsizing, just two years earlier, of the Taki Too, another midsize charter boat that went under near another Oregon river bar and caused the deaths of 11 people, including the captain.

In both cases, the safety board noted, the skippers failed to require passengers and crew members to wear lifejackets during hazardous conditions. And in both cases, the investigators said, the captains appeared to have ignored warnings to stay away from the bars.

For his part, Captain Oba has given up his charter pilot duties and may no longer go out to sea.

"This tragedy has ripped the heart out of Captain Oba," he and his wife wrote on the Web site of their company, Pacific Pioneer Charters. "He has decided not to continue as a charter captain. He cannot bear the pain and knowledge that three people perished under his care."

PROTESTING A MESSAGE DATED 2/21/2006,

(Excerpted from a message from pryce@XTRA.CO.NZ :

Showing what might be described as a typically up-to-the-minute appreciation of the maritime industries, the intervention by a number of US Politicians to prevent the takeover of P & O by DP Ports must be regarded with certain skepticism. In that virtually all of America's exports and imports are transported in foreign bottoms, after politicians of all colours colluded in the relegation of the US flag to the domestic coasting trades, one must ask whether this sudden burst of patriotic apprehension about the beneficial ownership of a number of terminals is a trifle precious.

If the P & O deal has been in the public domain for months, and security issues certainly discussed in the due diligence process, why has it taken until now for the politicians to break cover? A cynic, who might have noticed a huge lack of political in the maritime industry in the US over many years, might conclude that it the sort of risk-free populist cause that will attract the attention wishing to embarrass the current administration.

Populistic it is, but apropos, and by no means restricted to opponents of the Administration — there are a lot of Republicans already on that bandwagon, and more jumping on daily.

(by Frank Pierce Young)

A rare prosecution after a fatal sinking, aimed at renewing the focus on safe boating.

his passengers. In mid-January, the Justice Department invoked a rarely used 154-year-old statute and indicted the skipper of the Sydney Mae II, Richard J. Oba, on three counts of seaman's manslaughter.

Federal officials said Mr. Oba, 58, a captain with 30 years of experience from Alaska to California, acted negligently by repeatedly ignoring warnings from the Coast Guard to back away from an area that was being hammered by high swells.

"When captains operate their boats unsafely and people are killed, they must be held accountable," the federal prosecutor, Karin J. Immergut, said when she announced the charges.

The captain could face up to 30

11 hurt, one dead in cruise ship fire

Caribbean vessel blaze damages 100 rooms, said to be caused by cigarette

BY MONIQUE HEPBURN
ASSOCIATED PRESS

president of the Jamaica Hotel and Tourist Association, who toured the ship after it docked here.

Significant damage

Passengers grabbed life jackets and raced to "muster stations" after the fire started about 3 a.m., said Julie Benson, spokeswoman for Princess Cruises, which is owned by Miami-based Carnival Corp. The crew put out the fire, then did a cabin-by-cabin search to check for victims and make sure everyone else was safe, she said.

Richard Liffidge, 75, of Georgia, collapsed and died on deck, said Karl Angell, communications director for the Jamaican police. Benson said the passenger died after suffering cardiac arrest. But Peterkin said an autopsy would be performed to determine the cause of death.

Liffidge's wife was taken to a hospital in Montego Bay, Angell said. There was no immediate word on what she was being treated for or her condition.

A company statement said two passengers suffered "significant smoke inhalation injuries" and nine others had "minor complications."

Benson said the company has reached no conclusions about the cause of the blaze.

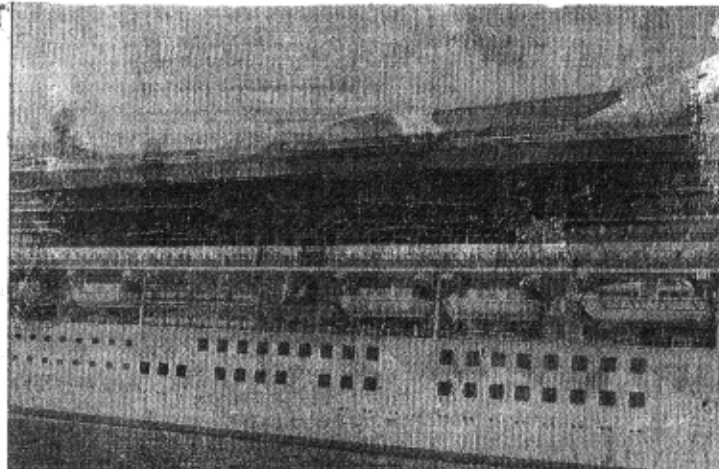
She said about 100 cabins

MONTGO BAY, Jamaica — A fire apparently started by a cigarette broke out aboard a cruise ship early Thursday as it sailed through the moonlit Caribbean, injuring 11 people and scorching about 100 rooms. One elderly American passenger died from a heart attack, the cruise ship company said.

The Star Princess, carrying 2,690 passengers and 1,123 crew members, bore evidence of the nighttime drama as it pulled into Montego Bay's port. About 85 exterior cabins were blackened from the fire, a stark contrast to the otherwise gleaming white exterior of the ship. Metal was twisted, evidence of the heat of the blaze.

"We consider ourselves very lucky," Klemens Fass, of Toronto, Canada, told The Associated Press after he and his wife were evacuated with other passengers. "When we got out of our stateroom ... there was someone lying in the hallway passed out. He was being attended to but it was very, very scary."

A smoldering cigarette is suspected as the cause of the blaze, said Horace Peterkin,



THE JAMAICA OBSERVER / ASSOCIATED PRESS

The Star Princess cruise ship, with clearly scorched cabins, above, approaches the port of Montego Bay, Jamaica. Fire broke out on the Star Princess while on its way to the Caribbean island.

were affected by the fire, though Peterkin put the number at around 150.

Frightening situation

The Star Princess was sailing from Grand Cayman to Jamaica when the blaze started. Reportedly built at a cost of over \$430 million, it has four swimming pools, a half-dozen restaurants and dining rooms, a casino, two theaters and several nightclubs. It stretches about three football fields long.

Zach Bramlage, 19, of Columbus, Ohio, was having a late-night meal when word spread that there was a fire.

"Some people just ran in, where we were eating and told

us the ship is on fire and we got our life vests real quick and headed downstairs," Bramlage said. "I was pretty scared initially, but the captain came over the (intercom) and told us everything was going to be all right."

Hours after the ship arrived in Montego Bay before noon, passengers boarded buses that took them to hotels in the nearby resort towns of Negril and Ocho Rios. Other passengers remained on board.

The U.S. Coast Guard dispatched investigators and fire engineers to help determine the fire's cause on Thursday.

Daily Record, Morris County, N.J., Friday, March 24, 2006

International Herald Tribune
Tuesday, February 7, 2006

Cruise ship to be biggest in the world

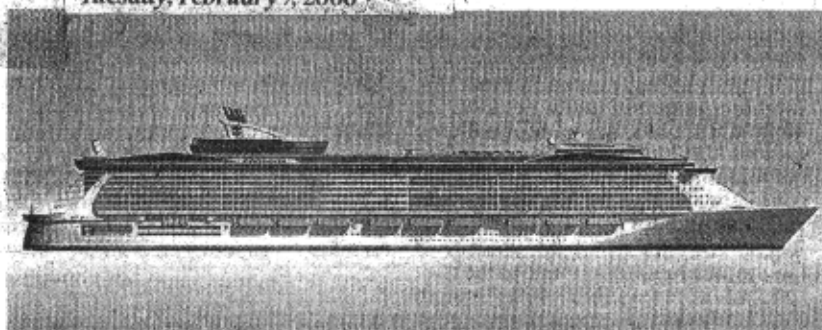
Bloomberg News

LONDON: Royal Caribbean Cruises has ordered the world's largest cruise ship, agreeing to pay Europe's biggest shipbuilder a record €900 million for a vessel that would carry 5,400 passengers, the companies said Monday.

The ship, named Project Genesis and costing the equivalent of \$1.08 billion, would be 43 percent bigger than the next largest cruise liner, Freedom of the Seas, said the shipbuilder, Aker Yards, which is based in Oslo.

Aker Yards' Finnish division is scheduled to deliver the Freedom of the Seas to Royal Caribbean in April and the Project Genesis ship in late 2009.

The Project Genesis will be a "remarkable ship," whose "bold design,



Royal Caribbean International, via The Associated Press

Freedom of the Seas, designed for 4,300 passengers, would be the world's largest cruise ship when delivered in April. A larger vessel has been commissioned to carry 5,400.

daring innovation and technological advancements" will help win customers, said Royal Caribbean's chairman, Richard Fain.

Carnival and Royal Caribbean Cruises, the world's two largest cruise operators, are ordering larger ships as more people buy cruise vacations. The number of people taking cruises surged 5.7 percent in the first nine months of 2005, to 8.35 million, said the Cruise Lines International Association.

Freedom of the Seas, with 18 decks

and a capacity for 4,300 passengers, is costing \$860 million. It would overtake the Queen Mary 2, which operated by Cunard, a division of Carnival, as the world's biggest cruise ship. The Queen Mary 2, which can carry 3,090 passengers, began sailing in 2004.

The Project Genesis, weighing 220,000 tons, has been designed with a length of 360 meters, a width of 47 meters and a height above the waterline of 65 meters. The Freedom of the Seas would weigh 158,000 tons.

S/S UNITED STATES Library on new S/S PRIDE of HAWAII

The Conservancy is proud and delighted to announce its involvement in the creation of a new *S/S United States Library* at sea. Under the leadership of Vice President Greg Norris, the Conservancy has been instrumental in the development of this library aboard NCL's third U.S.-flagged ship, the *S/S Pride of Hawaii*. In collaboration with NCL's interior design team, and through its generous donations of original photographs, period advertising materials and other items from its Archive Project, the Conservancy has helped to create a *S/S United States*-themed public space that will serve to educate and excite passengers about the majesty of the *S/S United States* and its storied legacy of the U.S. Merchant Marine.

The success of NCL's U.S.-flagged fleet is vital to the progress of NCL's rehabilitation plans for the *S/S United States*. Once the *S/S Pride of Hawaii* joins the *Pride of Aloha* and the *S/S Pride of America* in service, the next NCL America ship in line for development - pending ongoing feasibility studies - none other than ...the Big U! While we await return of the *S/S United States* to active sea service, this library will be an excellent way to raise awareness of the ship among a wide audience.

Conservancy meeting and Celebration in Philadelphia, May 13

Please join us for our upcoming Spring Meeting and second gala *S/S United States* passenger and crew reunion and celebration on May 13th at the Independence Seaport Museum in Philadelphia. (<http://www.phillyseaport.org/>) Come and mingle with fellow *S/S United States* supporters. We'll host a number of presentations exploring exciting facets of the ship's history, screen the *United States* film highlights, discuss future plans for the ship and strategize about future historic preservation issues. We'll also present a special tribute to the late Mike Alexander, one of the Big U's most ardent supporters.

S/S UNITED STATES Documentaries

The conservancy is pleased to report that it continues to work with Food Chain Films on the production of a documentary which will present the story of the Big U, past and present. Tentatively titled "*S/S United States: Lady in Waiting*", it is envisioned that this will be the first of two TV specials, the second focusing on the ship's rebirth. So far, an agreement has been struck for the distribution of this film by the PBS affiliate in Chicago which intends to make it available to PBS affiliates nationwide.

The conservancy also continues to support Rock Creek Productions' forthcoming film on the Big U. Being long a supporter, Tim Phillips has been pursuing the development of a feature-length documentary focusing broadly on the ship's cultural and historical significance.

Celebrating its 1-year anniversary, the Conservancy's initial membership and fundraising drive was a smash success with many new members joining the cause and contributing generously at levels which entitled them to a premium gift from the on-line store of exciting *S/S United States* merchandise. You are encouraged to check this out <http://www.cafepress.com/ssusconservancy>.

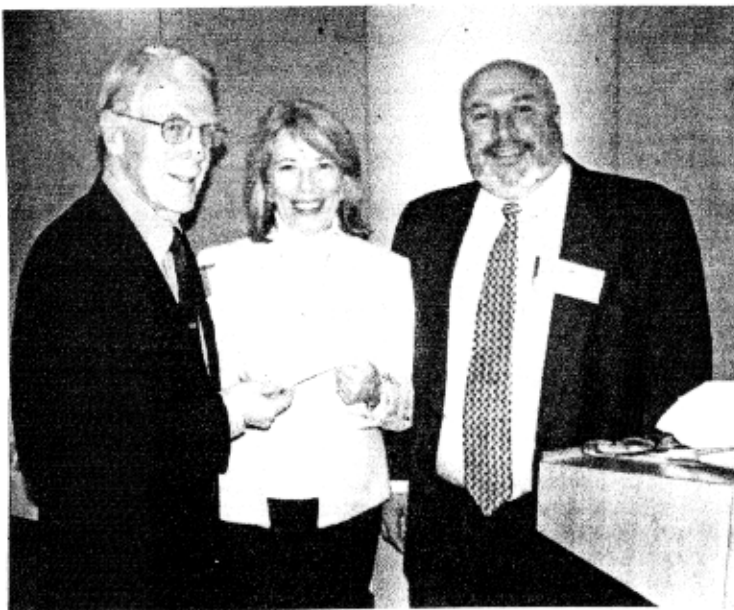
As an all-volunteer organization committed to raising awareness on behalf of the *S/S United States*, her history, legacy and her architectural integrity, your feedback and suggestions for other activities and initiatives is welcomed and your support is much appreciated.

<http://www.ssunitedstatesconservancy.org/Contact.html>

Looking forward to welcoming you in Philadelphia on May 13th!

Board of Directors, *S/S United States* Conservancy

(Kindness of Captain George Previll)



The above shows Captain Hugh Stephens presenting checks on behalf of the Marine Society of New York to be used by students in the Maritime Technology Program for Firefighting Training on Long Island. The February 7th presentation was made at the college in Sheepshead Bay, Brooklyn (on the very site where the presenter was trained as an Apprentice Seaman in 1943)

Receiving on behalf of the college are Dr. Regina Peruggi, President and Capt. Anthony DiLernia, PD, Director of the Maritime Technology program.

Law of salvage applies to wreck of Titanic

The U.S. Court of Appeals for the Fourth Circuit has ruled that the "law of salvage," rather than the "law of finds" applies to activity in and around the sunken remains of the liner *Titanic*, which rests in international waters.

"The law of salvage, which has been applied to this case until now, has a favored, indeed, a dignified place within the law of nations. The law of finds, however, is a disfavored common-law doctrine rarely applied to wrecks and then only under limited circumstances," the appellate panel said. "In sending this case back to the district court to proceed as a maritime salvage case, we are not creating a new category of salvor. Rather, we are explicitly acknowledging the application of salvage laws to historic wrecks."

The court instructed the lower court "to apply traditional salvage law" to the *Titanic* in a manner "that serves either the owner, or in the absence of the owner, the public interest, and at the same time provides an appropriate award to the salvor."

[R.M.S. Titanic Inc., v. The Wrecked and Abandoned Vessel, located within one nautical mile of 41° 43' 32" North Latitude, 49° 56' 49" West Longitude, believed to be the RMS Titanic, U.S. Court of Appeals for the Fourth Circuit; Appeal from a ruling by U.S. District Judge Rebecca Beach Smith, U.S. District Court in the Eastern District of Virginia, at Norfolk; Docket No. 04-1933; Date of ruling: Jan. 31.]

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cordially invites you to attend its

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New York Container Terminal, Inc.

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1830 Hours

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