

CAPTAIN'S



Chartered 1770

QUARTERS



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

January 2009

Upcoming Events

2 February 2009 Annual Meeting at Giovanni's Atrium, 100 Washington St., NYC. Tariff is \$35.- per person.
For reservations and details, call the office at 212-425-0448

New Members

Nicolas Makar 22 Oct 2008

Andrew R. Miller 15 Dec 2008

Thirteen new members were added to the roster in 2008:

2 Honorary members, 3 Associate members and 8 Regular members

ANNUAL DINNER

The 239th Annual Dinner will take place on 20 April 2009 at the New York Downtown Marriott, 85 West Street, NY. Invitations will be sent out shortly. Check the website or call the office for details. Sponsorship at the event is available.

Tel 212)425-0448, Fax (212)425-1117 marine
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Annual Hall of Fame Ceremonies 31 Jan. '09

A number of members of The Marine Society of New York attended the annual recognition of the outstanding individual and the outstanding ship of the year held by the American Merchant Marine Museum at Kings Point.

The honored ship and individual appear below

S/S TRANSGLOBE ex S/S MARINE WOLF

The *S/S TRANSGLOBE* (ex *S/S MARINE WOLF*) had a singular and renowned history in both WWII and the Vietnam War. Her record during WWII was unsurpassed for the number of troops, repatriated prisoners and passengers carried—just as was her record for cargo delivered during the Vietnam War.

Originally designed for American President Lines, she was taken over by the U.S. Maritime Commission and modified as a C4-S-B2 cargo and troopship. Launched 18 Sep '43 as the *S/S MARINE WOLF* she entered service in July '44, making seven convoy voyages from the U.S. East Coast to Le Havre and Southampton, successfully transporting 13,524 GIs through the U-boat gauntlet.

During the period from 12 Apr to 7 Oct '45, the *MARINE WOLF* was placed in cross-channel "shuttle service" between Le Havre and Southampton and was commended for making 105 crossings during which time threat of enemy submarines and mines was constant. In all, she transported 201,294 passengers which included troops, repatriated prisoners of war and a large number of casualties—a record unsurpassed by any other vessel during WWII.

In 1960, the *MARINE WOLF* was sold to Globe Waterways, Inc. a subsidiary of Hudson Waterways/Seatrain group of companies and converted into a ro-ro vessel and renamed the *TRANSGLOBE*. In July 1962, under government charter, she began a new career carrying military cargo between Brooklyn Army Terminal and Bremerhaven.

In February 1966, the *TRANSGLOBE* was reassigned to Vietnam, once again on "shuttle service", this time between Okinawa and Saigon and Da Nang. Her Vietnam service continued from 1966 to 1972 during which time, she amassed an impressive record in distinguished service. She became the most decorated of all U.S. merchant vessels during the war. On 27 Aug '68 in a ceremony attended by RADM. Rapp and other high ranking military officers,

C't'd. on p.7

Cadet/Midshipman Francis Alonzo Dales 1923-2003

C/M Dales' gunfire sank an attacking enemy torpedo boat. Ordered to abandon his burning ship, he was rescued by a British destroyer. Later the same day Dales was one of five seamen who volunteered to go aboard the badly damaged and abandoned tanker *OHIO* and man her guns, thus playing a vital role in her defense.

Dales' ship, the Grace liner *SANTA ELISA*, was part of a vital British convoy to re-supply Malta. The convoy's orders from Prime Minister Winston Churchill were "to get through at all costs" When the heavily escorted convoy moved into the Med. on 9-Aug -42, Axis aircraft submarines and surface craft began relentless attacks. Assigned command of the antiaircraft guns on the port side of the bridge, C/M Dales contributed to the successful defense of his ship for three days.

In the early morning of the 4th day torpedo boats attacked on both sides of the *SANTA ELISA*. Running in under cover of darkness, one opened point-blank fire on Dales' position, sweeping the bridge and killing one of his gun crew. The other boat sent a deadly torpedo into the opposite side of the *SANTA ELISA*. Neither the heavy fire from the 1st torpedo boat nor the torpedo from the second boat drove Dales from his gun. With only the flashes to fire at in the darkness, he found the target and the first torpedo boat burst into flames and sank. The torpedo launched by the 2nd did its deadly work. The *SANTA ELISA* was engulfed in flames and the Captain ordered the ship abandoned. Two hours passed before the British destroyer *HMS PENN* picked up the survivors.

The same day, the most important ship in the convoy, the big fast American tanker *OHIO*, after incessant air, surface and sub attacks was badly holed and without power. About noon, the *HMS PENN* proceeded to tow her. Five hours later, attacks had so damaged the *OHIO* that the *PENN* cut her loose and she was abandoned.

But the *OHIO* had to get through; her cargo was absolutely criti-

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EDITORS NOTE:

This is your newsletter. If you have any news or item which you believe might be of interest to members of The Marine Society as a whole, please don't hesitate to hand it, mail it or "e-mail" it to Karen Laino, Office Administrator. Thank you.

J.R.S.

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Captain's Quarters

Mr. John R. 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.

The New Jersey awaits spring

BY GUY STERLING
STAR-LEDGER STAFF

Faced with dwindling resources, the Battleship New Jersey Memorial & Museum in Camden will close for a month and then reduce its hours, at least until the spring.

The floating museum has cut back before, opening only on weekends in the winter, but these are even more dire times for museums, arts venues and other historical institutions in the state that depend on public funding.

No one predicts the museum and memorial on the Camden waterfront, which is closed today for New Year's Day, will shut for good, but they do express fear about the impact of a prolonged economic downturn.

"All of the arts groups and historic sites have fallen on hard times," said Assembly Budget Committee chairman Louis Greenwald (D-Camden), whose district houses the Battleship New Jersey. "It's the after-effect of people conserving their dollars in a bad economy."

The battleship will be closed for general tours and programming from Monday until Feb. 5, except for functions already booked and for special events. January is traditionally its slowest month.

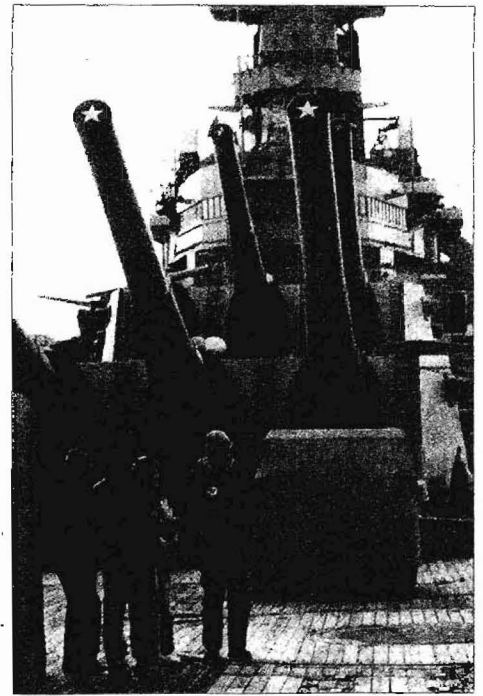
Starting Feb. 6, tours will pick up again on Fridays, Saturdays, Sundays and Mondays between 10 a.m. and 3 p.m.

On March 12, the ship will return to a seven-day schedule, with tours beginning at 9:30 a.m. and ending at 3 p.m.

Daily tours will last until 5 p.m. in peak season, May 1 through Sept. 6. After Labor Day and continuing to the end of the year, the hours will be shortened to 3 p.m.

In 2008, the floating museum laid off eight of its 40 workers.

Pat DeChirico, 71, said he was first asked to be-



come a volunteer, then left when it became apparent he wasn't going to get his paid job back.

"I was driving 156 miles a day and not even getting mileage," recalled DeChirico, a former Marine who had been the Marine Corps attachment commander aboard the ship and also a security officer. "My wife said, 'If you don't get out of there soon, you'll lose a lot of money.'"

DeChirico said the battleship needs to keep strong ties to the military to enjoy any hope of prospering. But, he added, it also wouldn't hurt if the craft could be seen from the road, if the adjacent pier benefited from greater commercial growth, and if parking were improved.

Pirates Say They Freed Saudi Tanker For \$3 Million

By MOHAMMED IBRAHIM
and GRAHAM BOWLEY

MOGADISHU, Somalia — A Saudi-owned supertanker held by pirates off the coast of Somalia for two months has been released for a ransom of \$3 million, according to one of the pirates and residents of Xarardheere, a pirate town on the Somali coast near where the tanker was being held.

The tanker, about the length of an American Nimitz-class aircraft carrier, is the largest ship known to have been seized by pirates, and it was fully loaded with two million barrels of oil.

The pirates were due to leave the ship after they received the money, paid by the ship's owners,

on Friday, according to the pirates and residents, who later said the ship had moved away from the coast where it had been anchored since November.

News agencies had reported that the pirates originally asked for \$25 million for the oil tanker, the Sirius Star, but a pirate in Xarardheere who gave his name as Jama said, "They have agreed on \$3 million." He said he had spoken to pirates who had gone to the ship for the payment.

But five of the dozens of pirates who had hijacked the tanker drowned when their small boat capsized as they returned to shore in rough weather. Three other pirates survived but also lost their share of the ransom.

Graeme Gibbon Brooks, managing director of the British company Dryad Maritime Intelligence Service Ltd, said the incident was unlikely to deter attacks.

"The loss or potential loss of the ransom means the pirates will be all the more keen to get the next ransom in," he said. "There are people lining up to be pirates."

C.T.d. on p.7

Captain Dino S. Savastio d. 3 Nov 08

Capt. Savastio crossed the final bar November 3rd in New Bern, NC. He is survived by his wife Helen, daughter Victoria and her husband Richard, step-sons Robert and John, grandsons Richard and Daniel and brother Salvatore.

Capt. Savastio was a 1943 graduate of the U.S. Merchant Marine Academy, Kings Point and a Vice-President of Moore McCormack Lines for whom he sailed as captain for twenty years. He became a Regular member of the Marine Society of the City of New York in 1971 and was appointed to the Standing Committee in July 1979. During his time with the Standing Committee Capt. Savastio served as Treasurer from 1981 until his retirement from the Committee in January 1983.

Captain Leo Kraszeski d 23 Dec 2008

Capt. Kraszeski crossed the final bar in Sea Level, NC. at the age of 86. He is survived by his wife of 57 years, Patricia, five sons, three daughters, eighteen grandchildren, two sisters and a brother. Born in Great Barrington, MA, and a 1944 graduate of the U.S. Merchant Marine Academy, Kings Point, he served during WWII receiving decorations for his involvement in sea battles in the North Atlantic and Pacific. First commissioned ship's captain at the age of 27, he sailed for Moore McCormack and became a Regular member of the Marine Society of the City of New York in Nov. 1955. He was appointed Executive Director/ Governor of Sailor's Snug Harbor in 1969 and served in that capacity until 1988, thus presiding over that institution during its 1976 transition from its historic home on Staten Island, NY to a modern state-of-the-art nursing home and health facility in Sea Level, NC.

On 13 Jan 1992, Capt. Kraszeski was elected 67th President of the Marine Society of the City of New York and served in that capacity for two years.

Captain Franklin F. Shellenbarger d. 25 Nov 2008

Captain Shellenbarger crossed the final bar November 25 in Point Pleasant, NJ. He is survived by his wife Mary and two daughters. A memoir of his forty-odd years in the U.S. Navy and U.S. Merchant Marine was recorded in "The Reminiscences of Captain Franklin F. Shellenbarger, published by the U.S. Naval Institute in 2003 based on interviews by George Van and edited by Paul Stilwell, Director of the History Division of the Institute. It tells of his enlistment in the U.S. Navy in 1938., spending a month or two on the sailing ship *CONSTELLATION*, then becoming a radioman on the *U.S.S. COLORADO* on to command the destroyer *U.S.S. HERBERT* DD160. In 1942, following two years work at the Glenn L. Martin Company, he became, first a student, then an instructor at the Maritime Officers Training School at Ft. Trumbull, CT. In 1944 he became a mate on a Liberty ship and, over the next 15 years, master of a number of American Export-Isbrandtsen ships including Chief Mate/Acting Master of the nuclear powered *N.S. SAVANNAH*.

He was the recipient of the American Institute of Merchant Shipping's Safety Achievement Award for the rescue of seven South Korean fisher men in the Yellow Sea. Capt. Shellenbarger became a Regular member of the Marine Society of the City of New York in 1975 and was elected its 68th President on 14 February 1994, serving as such for nine years and active until his passing.

Tunisians bound for Italy missing as boat capsizes

LA MARSA, Tunisia — A boat carrying up to 35 Tunisians trying to travel illegally to Italy capsized yesterday near Tunis after hitting a rock, officials said. Most of the passengers were unaccounted for.

Civil Protection officials said that seven of them managed to swim ashore at the resort town of La Marsa, some 212 miles north of Tunis, the Tunisian capital, and alerted authorities about the others. A government official in Tunis put the number of known survivors at five
C't'd. on p. 7

Landing on the exclusive annual list could save the steamboat from likely decay. The 82-year-old sternwheeler is scheduled to shut down because Congress has refused to grant another exemption from a federal law that bans more than 50 overnight passengers on boats that are largely made of wood. The exemption expired Oct. 31.

Owners say the boat, which can carry 176 overnight passengers, can't survive financially if it can carry only 50 passengers. So Boone County Historic Preservation Review Board member Don Clare nominated the Delta Queen for inclusion on the list compiled by the National Trust for Historic Preservation. The list raises awareness of preservation efforts.

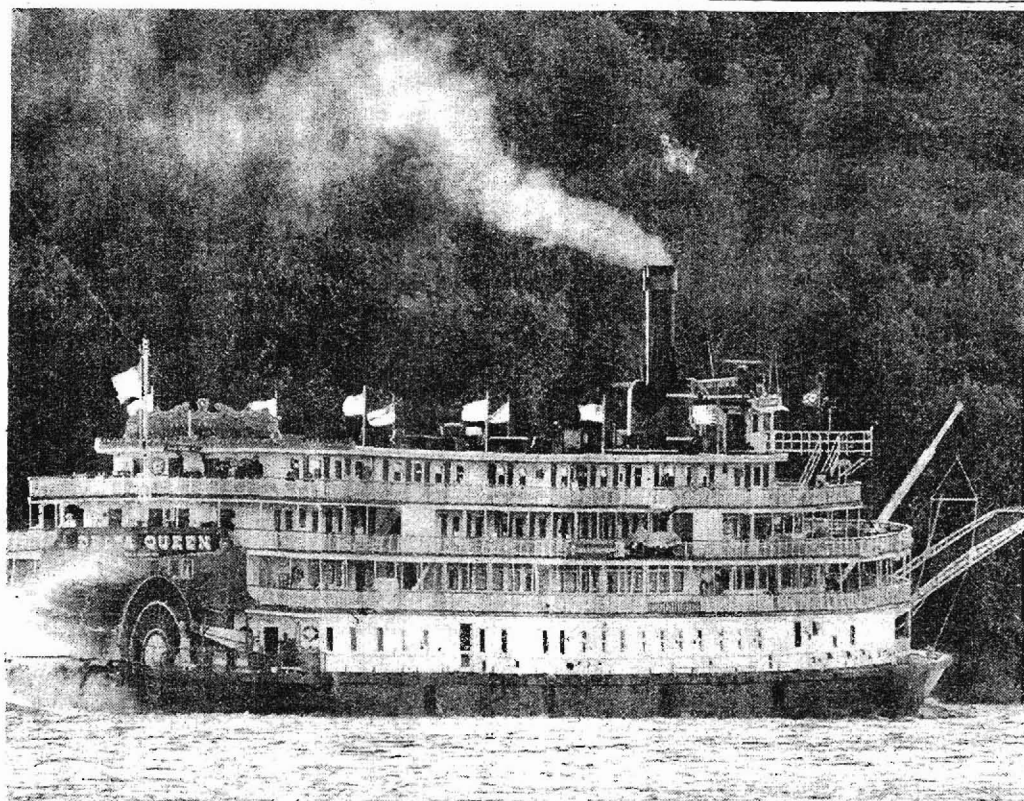
"This is a great opportunity to call nationwide attention to saving the Delta Queen," said Vicki Webster, the Cincinnati-based leader of the Save the Delta Queen Campaign.

Delta Queen was locally owned from 1946 to 1985, and Cincinnati—once America's busiest inland port—was its home. The boat was designated a National Historic Landmark in 1989.

Delta Queen Boat Nominated As Endangered Historic Site

U.S. WATCH

WALL STREET JOURNAL, January 5, 2009



The 82-year-old steamboat Delta Queen has been nominated to become one of America's 11 most endangered historic places, an exclusive designation that could help save the sternwheeler from likely decay.



A photo taken Sunday and provided by the French Defense Ministry shows suspected pirates, intercepted by marine commandos of the French navy in the Gulf of Aden, off Somalia.

New U.S.-led naval flotilla aims to keep Somali pirates at bay

BY BRIAN MURPHY
ASSOCIATED PRESS

DUBAI, United Arab Emirates — A new international naval force under American command will soon begin patrols to confront escalating attacks by Somali pirates after more than 100 ships came under siege in the past year, the U.S. Navy said yesterday.

But the mission — expected to begin operations next week — ap-

pears more of an attempt to sharpen the military focus against piracy rather than a signal of expanded offensives across one of the world's most crucial shipping lanes.

The force will carry no wider authority to strike at pirate vessels at sea or specific mandates to move against havens on shore — which some maritime experts believe is necessary to weaken the pirate gangs that have taken control of

dozens of cargo vessels and an oil tanker.

Pentagon officials described it as a first step to create a dedicated international structure — combining military force, intelligence sharing and coordinated patrols — to battle piracy from lawless Somalia.

The sharp spike in pirate attacks caused a "situation where there were competing priorities" between counterterrorism missions

in the region and protecting merchant ships, said Air Force Lt. Col. Patrick Ryder, a Pentagon spokesman in Washington.

There are more than a dozen warships in the vast expanse off the coast of Somalia, from naval giants such as the United States, Britain and Russia, emerging powers such as China and India and regional forces such as Iran.

The announcement on the new mission — issued by the U.S. 5th Fleet in Bahrain — said more than 20 nations are expected to take part and it will be headed by U.S. Navy Rear Admiral Terence McKnight.



McKNIGHT

U.S. Navy officials declined to list the nations, but suggested it would likely comprise many of those already in the region.

The new force underscores the urgency to act after a stunning rise in pirate assaults off the Horn of Africa last year. At least 111 ships were targeted and 42 of them commandeered, including a Ukrainian cargo ship loaded with tanks and heavy weapons and a Saudi oil tanker with \$100 million worth of crude.

At least two more ships have been hijacked this month, leaving about 15 vessels and about 300 crew members in pirate hands, according to the International Maritime Bureau's piracy reporting center.

Chinese Warships Sail, Loaded for Pirates

By MARK McDONALD

HONG KONG — In China's first modern deployment of battle-ready warships beyond the Pacific, a naval task force set out Friday to begin escorts and patrols in the pirate-infested Gulf of Aden, state news media reported.

A supply ship and two destroyers departed from Sanya, on the island province of Hainan, carrying a total of about 800 crew members, according to Xinhua, the official Chinese news agency.

"In addition to missiles, artillery and satellite communications, special troops who are trained for the tasks will also be on board the warships," said Xiao Xinnian, deputy chief of China's naval forces, in a news broadcast on CCTV, the state network.

The task force commander, Rear Adm. Du Jingcheng, said

the primary mission of the destroyers, which carry helicopters, would be to protect Chinese merchant ships, especially tankers with crude oil, that traverse the gulf, which separates the coasts of Somalia and Yemen.

About 60 percent of China's imported oil is from the Middle East. Most of that passes through the gulf, along with huge shipments of raw materials from Africa.

Stratfor, a private intelligence agency based in the United States, said in a report that a Chinese antipiracy patrol would afford its navy "some very real opportunities for on-the-job training, covering everything from logistics far from home and combat against seaborne opponents to communications and joint operations with other, more experienced navies."

The analysis also said the Chinese would probably monitor the way NATO warships, especially those of the United States, "communicate with each other and with their ship-borne helicopters." The navy will acquire new skills, it said, "under the banner of internationalism."

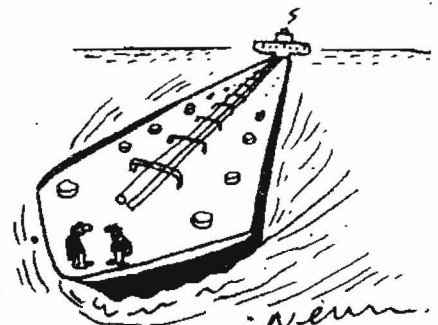
Lt. Nathan Christensen, spokesman for the United States Fifth Fleet, based in Bahrain, said the coalition would welcome the Chinese ships.

The Piracy Reporting Center in Kuala Lumpur, Malaysia, said Friday that 110 ships were attacked in the gulf this year, and 42 were hijacked. Fourteen ships are still being held for ransom.

A Chinese Foreign Ministry spokesman, Liu Jianchao, said that 1,265 Chinese commercial vessels passed through the gulf so far this year and that seven

were attacked. Pirates still hold a Chinese fishing trawler and 18 crew members, he said.

A European Union flotilla has begun patrolling the gulf in recent days, joining naval ships from India, the United States, Iran and Russia. On Thursday, a helicopter from a German frigate drove off a pirate boat that was attacking an Egyptian cargo ship with a load of wheat.



"We were hijacked a week ago and I've only just found out"

NEW YORK TIMES, DECEMBER 27, 2008

Shipowners losing this battle of wits

Pirates able to parry most deterrent efforts

By Mark McDonald

HONG KONG: A nightmare scenario has shipowners, insurers, seafarers and naval officers in something of a panic, given a sharp increase in brazen pirate attacks in the Gulf of Aden.

The scenario unfolds with the Somali pirates in control of the Saudi supertanker *Sirius Star* becoming frustrated in negotiations over their ransom demands. They pump 50,000 gallons of crude oil into the

News Analysis water — a fraction of the tanker's load — and they threaten to leave the pumps running until their demands for \$15 million are met. To reinforce their message, they toss a crew member over the side, and he drowns in the oily muck.

The scenario is horrifying but plausible. In the Gulf of Aden alone, the huge expanse of water between Kenya and Somalia, 14 ships are being held for ransom, including the *Sirius Star* and a Ukrainian ship, the *Faina*, with 32 battle tanks aboard. Rumors are swirling in the region that both ships could soon be released.

Shipowners and governments are desperately seeking successful countermeasures to address what has clearly become a crisis situation. On Monday, the European Union began a yearlong naval operation in the pirate-infested gulf, the EU's first maritime mission ever.

Eight countries are participating in the flotilla, which will be backed up with three airplanes. Ground-based personnel are at Northwood Headquarters in Britain.

Javier Solana, the EU foreign policy chief, said the mission would have "robust rules of engagement" while coordinating with other navies operating in the region, including those of the United States, India and Russia.

This week the UN Security Council passed a resolution allowing navies to breach the 20-kilometer, or 12-mile, territorial limit and enter Somali waters in pursuit of pirates.

In the gulf this year 102 ships have been attacked and 40 have been hijacked. With 21,000 ships passing through the region each year and only a handful of international navies to run interference, the risk-to-reward ratio for impoverished Somalis has been unbeatable.

"Somali fishermen simply changed their business model, and they've got military hardware in the meantime," said Dieter Berg, head of marine underwriting for the huge reinsurance company Munich Re. "Piracy is now a real industry in Somalia. Whole clans are living off it."

Berg said some pirate outfits were now getting inside information in Europe about upcoming shipments of dangerous cargo and shipping routes, the better to plot and pick their attacks.

Interviews with owners, insurers, security companies and anti-piracy experts suggest that many technical innovations are being tried now, everything from high-tech sonic cannons to jury-rigged electrified wires strung around



Hijacked by Somali pirates, Centauri, a Greek cargo ship, was released last month.

the hulls of their boats.

Some ships have put on extra crew to stand 24-hour watches. Sonic guns and night-vision goggles are now in such demand in the region that they have doubled in price. Nonlethal weapons like low-impact claymore mines and laser-light rifles known as "dazzle guns" are being considered.

Foam sprayers and high-pressure fire hoses have been used to drench the speedboats of approaching hijackers. Huge floodlights have been installed on ships and gasoline bombs prepared. Some ships are stocking special sprays developed by the U.S. military to make decks so slippery that the pirates, if they do come aboard, will not be able to stand up. Some ships have built — and actually used — panic rooms for crews to hide in.

Private enterprise also is getting involved. A number of the world's best-known security companies, including Blackwater and Aegis, are trying to expand into the maritime-security business. They are offering teams of on-board guards — most of them former military combat veterans — to repel the pirates.

"Blackwater offered to put a couple ships in the water, but they don't have the UN mandate," said Arthur Bowring, managing director of the Hong Kong Shipowners Association, referring to the legal protections afforded national navies. "I've had lots of e-mails from these security companies offering us their services — at vast expense."

The effectiveness of security guards remains to be seen, and most anti-piracy experts and insurers do not endorse the use of armed guards. But without armed guards, some analysts say, there is no real deterrent for the pirates.

"How do pirates in a small boat stop a 30,000-ton ship? It's firearms, that's all it is," Andy MacDonagh, a director of the private military contractor Raven Special Projects, said in an interview with Lloyd's List. "But as soon as you fire back, they are going to turn round and go the other way because they're so vulnerable."

An unarmed three-man team was overwhelmed by pirates who captured the chemical tanker *Biscaglia* in the gulf last week. The guards, two Britons and an Irishman, jumped overboard as the pirates clambered onto the ship. They were pulled from the water by a helicopter deployed from a nearby

French frigate.

"Of course they went overboard," said Bowring. "They didn't want to sit on a beach in Somalia for three months. They're far too experienced for that."

The security team, employed by Anti Piracy Maritime Security Solutions, in Poole, England, carried no firearms but did have water sprayers and a sonic cannon. The cannon — a long-range acoustic device, or LRAD, which can cost as much as \$125,000 — shoots sound waves from a dish transmitter. The noise, if properly aimed and focused, can be debilitating at 100 meters, or 330 feet.

"The pirates were basically laughing at our guys," said the company owner, Nick Davis. "LRADs don't work when they take an AK-47 round through them."

So the pirates won that battle and the *Biscaglia* remains anchored offshore, with hijackers negotiating for its release.

The pirate clans, meanwhile, are untouchable at their bases in Somalia, which has not had an effective government since the early 1990s.

"The problem," said Berg, "lies ashore."

— International Herald Tribune
Tuesday, December 9, 2008

French boat is hijacked and crew taken hostage

PARIS — Pirates hijacked a French boat and took its nine crew members hostage in the latest attack in some of the world's most dangerous waters off oil-rich southern Nigeria, the boat's owner said yesterday.

The captain of the *Bourbon Leda* was able to speak with the boat's owners Sunday and said all nine crew members were unharmed, according to a statement by the company, *Bourbon*, which provides specialist boats for the oil and gas industry. It said in the statement yesterday that it was working to free the crew.

Piracy is rampant in the waters off Nigeria, with attacks and hostage-taking linked to militants pressing the Nigerian government to send more oil proceeds to the region.

The pirate attacks have been increasing, particularly off the coast of Somalia. A French navy vessel thwarted two attacks Sunday by heavily armed Somali pirates on cargo ships in the dangerous Gulf of Aden and captured 19 of them.

In 2008, pirates attacked 111 ships in the Gulf of Aden, hijacking 42 of them, and receiving tens of millions of dollars in ransoms.

THE STAR-LEDGER JANUARY 6, 2009

Ocean search suspended for two from cruise ship

LONG BEACH, Calif. — The Coast Guard suspended its search yesterday for an elderly couple believed to have fallen off a cruise ship between Long Beach and northern Mexico.

The aerial search for the 90-year-old man and his 79-year-old wife was halted after officials determined that their chances of surviving in the water were slim, said Chief Warrant Officer Scott Epperson.

"Factoring in their age and weights, their survivability in 59 degrees water was about 4 to 6 hours," he said. "The last time they were seen was 84 hours ago."

The two were last seen Tuesday aboard the *Carnival Paradise*.

Officials also consulted with the couple's relatives, who agreed to suspending the search, Epperson said.

Miami-based *Carnival* said their cabin door was double-locked from the inside with a "Do Not Disturb" sign on the handle. Their belongings remained inside and the door leading from the cabin to the private balcony was unlocked.

Crews searched throughout the night, tracing the route the ship had taken since it left Long Beach on Monday, with stops at Santa Catalina and in Ensenada, Mexico, before returning Friday.

STAR-LEDGER JANUARY 16, 2009

Pirates capture vessel with 28 crew members

CAIRO, Egypt — Somali pirates yesterday seized an Egyptian cargo ship with 28 crew members on board, officials reported.

The vessel, called *Blue Star*, was carrying 6,000 tons of fertilizer when it was attacked and snatched after it passed through the Red Sea and entered the Gulf of Aden yesterday morning, officials said.

Egyptian deputy foreign minister, Ahmed Rizq, said 15 armed pirates seized the vessel and were steering it toward the coast of Somalia. A statement last night from Rizq said efforts were under way with "international and regional parties" to get the ship released.

THE STAR-LEDGER JANUARY 2, 2009

Search fails to locate worker who fell off ship

MIAMI — The Coast Guard yesterday searched the waters off Florida for a cruise ship employee whose co-workers say fell overboard. The Coast Guard said the man's co-workers on the Carnival Sensation reported him falling overboard around 1 a.m. yesterday. His name was not released.

Carnival said he was a member of the entertainment staff and was not on duty at the time. Six other crew members saw the man fall and said it was clearly an accident.

Helicopters and patrol boats searched the Atlantic Ocean east of Vero Beach. The cruise ship initially helped with the search but returned to port. Carnival Corp., the world's largest cruise operator, is based in Miami.

Bush orders protections for Pacific island chains

WASHINGTON — Parts of three remote and uninhabited Pacific island chains are being set aside by President Bush as national monuments to protect them from oil and gas extraction and commercial fishing in what will be the largest marine conservation effort in history.

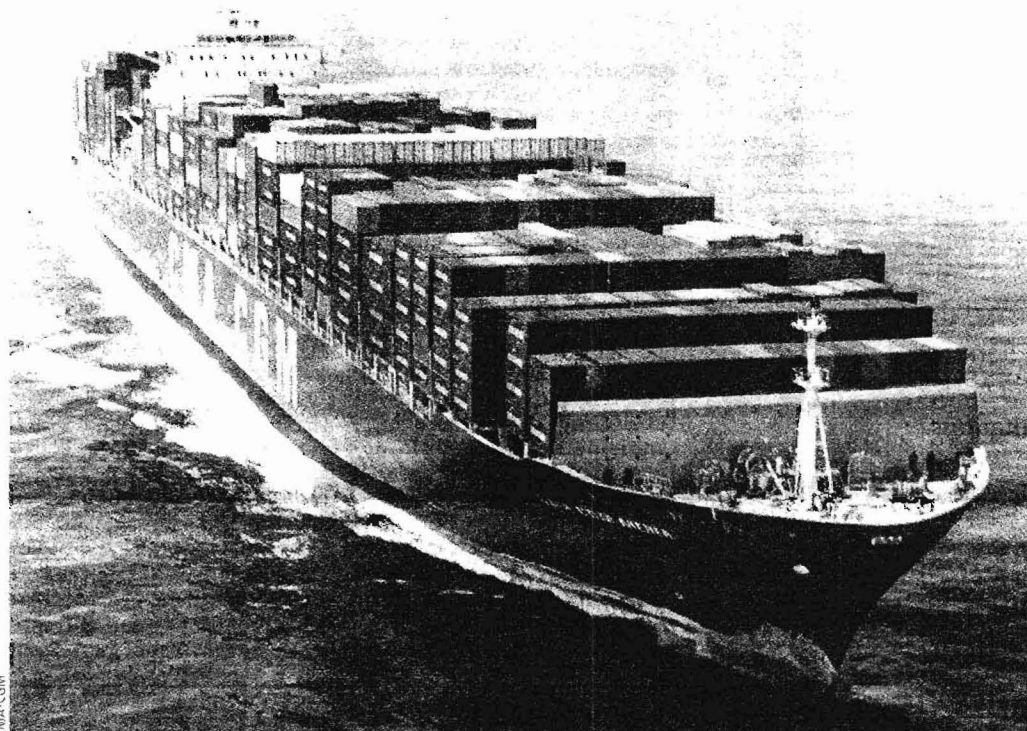
The three areas — totaling some 195,280 square miles — include the Mariana Trench, and the waters and corals surrounding three uninhabited islands in the Northern Mariana Islands, Rose Atoll in American Samoa and seven islands strung along the equator in the central Pacific Ocean.

Each location harbors unique species and some of the rarest geological formations on Earth — from the world's largest land crab to a bird that incubates its eggs in the heat of underwater volcanoes.

The move is a boost to the environmental record of a president who has been accused of not doing enough against air pollution and global warming. He also lifted a moratorium on oil and gas drilling off the Atlantic and Pacific coasts.

It will be up to President-elect Barack Obama to hammer out how the areas will be managed, and to make sure the prohibitions are enforced.

THE STAR-LEDGER JANUARY 6, 2009



Jumbo vessels, like the one above, can result in great economies of scale if shippers can fill their giant holds.

The Mega Containers Invade

As Freight Rates Plunge, Gargantuan Carriers Hope to Muscle Aside Smaller Rivals

BY JOHN W. MILLER

CONTAINER SHIPPERS are unleashing a wave of titanic vessels on the oceans during the biggest dip in global trade since World War II.

The trend could keep sea freight rates depressed well into 2010. That's good news for their customers, the millions of businesses big and small that import parts and products from overseas. But it's likely to spell pain within the shipping industry itself and could precipitate consolidation as smaller players are pushed out.

The jumbo vessels—many longer than three football fields—carry everything from strawberries and tea to iPods and motorcycles, for thousands of customers at once. The economies of scale can be great if shippers can fill their holds.

The MSC Daniela is a glimpse of the future. The size of an aircraft carrier, the ship completed its maiden run from Asia to Europe this month packed with 13,800 containers, or equivalent units, each big enough to contain all the contents of a three-bedroom house.

Thirty-five ships of Daniela's scale are scheduled to hit water in 2009, doubling the number floating today. They'll make up

roughly a quarter of the net increase in container capacity on the high seas. The Asian companies that make up 16 of the top 20 container shippers are also ordering the ships, led by China's Cosco Container Lines with 24. By 2013, some 200 ultralarge ships will be in service around the world.

Meanwhile, a ship capable of fitting 22,000 containers has been designed by South Korea's STX Shipbuilding Co.

Giuseppe Di Maio, an operations manager at the Daniela's owner, Mediterranean Shipping Co., said the company filled every slot—but at bargain rates.

Shippers are eager to avoid partially filled vessels at almost any cost. "To fill their big boats, these guys will cut their price to any level for customers," said Dirk Visser, an analyst at Dymnar NV, a Dutch consultancy.

With overcapacity and a drop in trade, the bottom recently fell out on shipping rates. The rate for shipping a container from Asia to Europe, the world's busiest trade lane, has fallen to around \$300, one-tenth the cost of a year ago, even as some shippers cancel regular runs. Some ships have gone so far as to take containers free. The only cost to the shipper is roughly \$500 in fuel and transit

fees, which are assessed on all containers.

According to the most recent data available, the U.S., Japan, China and the European Union all suffered 10% declines in exports in November, auguring a bitter 2009 for global trade. Yet shipping companies aren't expected to cancel any orders for new ships, allowing the global fleet to increase by over 12%—way ahead of expected demand.

Two European billionaires are leading the move to super-size ships. Gianluigi Aponte, owner of Geneva-based Mediterranean Shipping, has ordered 48 ultralarge vessels, including the Daniela. MSC is the second-largest container shipper in the world, with 450 vessels, behind Denmark's A.P. Moeller-Maersk, with 500 ships.

Mr. Aponte's rival is Jacques Saadé, the 71-year-old founder and director of Marseille-based CMA-CGM, which has ordered 37 ultralarge ships. The two tycoons, who've been battling each other since the 1970s, study each other's moves like chess players. "We're not shrinking anything in our organization," Mr. Saadé said in a rare interview. "If we need to, we'll order more big ships, for economies [of scale]."

"Pirates \$3 mil" c't'd. from p.2

The Sirius Star had been held near the Ukrainian cargo ship MV Faina, which was loaded with 33 Soviet-designed battle tanks and crates of small arms. The same day the Sirius Star was released, the family members of the Faina crew appealed for help, saying they were not being kept informed about the negotiations or the state of their loved ones' health.

But a pirate spokesman assured the Associated Press that the 20 crew members on the MV Faina were doing well.

"The cargo is still there unharmed and the crew is healthy," Sugule Ali said. "Once the negotiations end in mutual understanding, the ship, its crew and the cargo as well will be released."

The International Maritime Bureau in London, a clearing-house for piracy information and maritime safety issues, said it could not yet confirm that the pirates had freed the tanker.

"The information that we have from the owner is that the vessel is not yet released," said Cyrus Mody, a spokesman for the organization. The owner, Vela International Ltd., could not be immediately reached for comment.

But a maritime group based in Kenya confirmed the release. Andrew Mwangura of the East African Seafarers Assistance program was quoted by Reuters as saying: "The last batch of gunmen have disembarked from the Sirius Star. She is now steaming out to safe waters."

The Sirius Star was seized in November off the coast of Somalia, in seas where pirates have struck with increasing audacity in recent months, hijacking vessels including a Ukrainian freighter laden with armaments that is still being held.

China said last month that it would send naval ships to the Gulf of Aden. And on Thursday, the United States Navy said a new international force under American command would begin patrols to confront pirates off the Horn of Africa.

As for the supertanker, Abdul Ahmed of Xarardheere said, "The big fishes left Xarardheere on Thursday afternoon to the Sirius Star ship to get the ransom money and to set free the ship."

The pirate named Jama said he was waiting for his share of the ransom. "When the pirates receive the money, they will divide in shares on the spot, so that they will disembark tonight from the ship with everyone's share in pocket," he said.

Mohammed Ibrahim reported from Mogadishu, and Graham Lowley from New York.

"Transglobe" c't'd from p.1

MajGen. Homer CG 2nd Logistic Command, presented the *TRANS-GLOBE*'s master with a plaque depicting Four Battle Stars and the Purple Heart with Three Clusters, acknowledging service under fire on four occasions and the loss of one crew member and wounding of two others.

Her ubiquitous twice monthly presence on the Saigon River, with flack jacketed crew, sandbagged bridge and engine room console, armed Marines at bow and stern, swift boats alongside and helicopters overhead made her a most desirable target for the Viet Cong. A December 1968 article appeared in the *Master, Mates and Pilots* publication related that the *TRANS-GLOBE* was not only "Top on the VC's Most Wanted List" but the first to be attacked with a new type of VC rocket. Intended to disrupt shipping on the river, the weapon, called the "Flying Ash Can" was adopted from a Soviet 122 mm rocket. News of this incident was reported in a Time Magazine article of 18 Oct '66 entitled "Guarding the Gauntlet".

"C/M Dales" c't'd from p.1

cal to the survival of Malta and the survival of Malta was critical to the defense of North Africa. Accordingly, and to keep the *OHIO* afloat and moving, *HMS PENN* and *HMS BRAMHAM* lashed themselves on either side of the stricken tanker. Dales and four others, now aboard the *PENN*, volunteered to go aboard the *OHIO* and man her guns. Assailed by enemy aircraft, the shackled ships made a perfect target as they inched along. Wave after wave of enemy bombers dived at the *OHIO*, two crashing into her decks. There were many near-misses, one of which created a gaping hole in her stern and blew off her rudder. There were no direct hits until noon the next day when the *OHIO* received a bomb down her stack.

Her decks awash, Dales and her other defenders fought the *OHIO* through. She limped into port at dusk on August 15th. Her vital cargo of fuel kept the island alive. Malta's aircraft and submarines would continue disrupting Axis supply convoys to Rommel's Afrika corps.

The President's citation awarding Dales the Merchant Marine distinguished Service Medal begins "For Heroism Beyond the Call of Duty" On 3 April 2003 Dales died at St. Joseph's Hospice in Augusta GA. His ashes were interred at St. Michaels Episcopal Church in Waynesboro, GA.

(by N.E.J. 31-7-08)

An automobile warning (passed on by Capt. George Previll 12/12/08)

"I locked by car---as I walked away I heard my car door unlock. I went back and locked my car again three times. I looked around and there were two guys sitting in a car in the fire lane next to the store. When I looked straight at them, they did not unlock my car again. See the tale below."

How to lock your car safely

While traveling, my son stopped at a roadside park. He came out to his car less than 5 minutes later and found that someone had gotten into his car and stolen his cell-phone, his laptop computer, GPS navigator, brief case---you name it. He called the police and, since there were no signs of his car having been broken into, the police told him that there is a device that robbers are now using to clone your security code when you lock your car doors using your key chain locking device. They sit a distance away and watch for their next victim knowing that when you go inside a store, restaurant or bathroom, they have a few minutes to steal and run.

The police officer said--- be sure to lock your door by hitting the lock button inside the car. That way if there is someone sitting in the parking lot watching for their next victim it will not be you.

When you hit the lock button on your car upon exiting, it does not send the security code, but if you walk away and use the door lock on your key chain, it sends the code through the airwaves where it can be stolen---something new to us, but real. Be secure and SAFE!

"Battleship N.J." c't'd from p.2

officials in recent days but expects they'll be back before his committee in the new year seeking continued funding, perhaps with a revised business plan. The ship already had its state funding cut from \$2.8 million to \$1.5 million.

Neither Jim Schuck, the battleship's executive vice president, nor Jack Willard, vice president of marketing, returned repeated calls for comment.

"Tunisians" c't'd from p.3

Civil protection officials on the scene said the boat, carrying people ages 20 to 30, hit a rock and capsized.

A military helicopter, army boats and the Tunisian National Guard joined divers to search for the missing, but by nightfall none had been recovered.

STAR-LEDGER, JANUARY 20, 2009

Body of Somali pirate and cash wash ashore

BY MOHAMED OLAD HASSAN
ASSOCIATED PRESS

MOGADISHU, Somalia — The body of a Somali pirate who drowned after receiving his part of a huge ransom payment washed onshore with \$153,000 in cash, a resident said yesterday, as the spokesman for another group of pirates promised to soon free a Ukrainian arms ship.

Five pirates drowned Friday when their small boat capsized after they received a reported \$3 million for releasing a Saudi oil tanker. Resident Omar Abdi Hassan said one of the bodies had been found on a beach near the coastal town of Haradhere and relatives were searching for the other four.

"One of them was discovered and they are still looking for the other ones. He had \$153,000 in a plastic bag in his pocket," Hassan said yesterday.

The U.S. Navy released photos of a parachute dropping a package onto the deck of the Sirius Star, and said the package was likely to be the ransom delivery.

THE STAR-LEDGER, JANUARY 12, 2009

TV DINNERS



Japan Seeks Australia's Help to Inward Whaling Opponents

THE NEW YORK TIMES WEDNESDAY, JANUARY 7, 2009

By MERAIAH FOLEY
and MARK McDONALD

SYDNEY, Australia — With the annual battle between Japanese whalers and their opponents heating up again, Japan said Tuesday that it would formally ask Australia to keep antiwhaling activists and their ship, the Steve Irwin, from refueling at Australian ports.

Paul Watson, captain of the Steve Irwin, speaking by satellite phone from the ship on Tuesday, said he and his crew had been "nonviolently harassing" a Japanese whaling fleet in the Southern Ocean. But in another day or two, he said, they would have to head for refueling in Australia, where he did not expect to be turned away.

"We're not concerned," Mr. Watson said. "We've got a lot of Australians on our crew. There's no way they could ban us."

But a Japanese Foreign Ministry official said Tokyo would "request a port closure" against the Steve Irwin.

"They have obstructed our ac-

Meraiah Foley reported from Sydney, and Mark McDonald from Hong Kong.



THE INSTITUTE OF CETACEAN RESEARCH, VIA REUTERS

The Sea Shepherd Conservation Society's ship, the Steve Irwin.

tivities in the past, and their actions are extremely dangerous," the official, Chiharu Tsuruoka, said in a statement. "They are like pirates."

A spokesman for Foreign Minister Stephen Smith of Australia said Tuesday that Australia had not received a formal request from the Japanese to block the activists' ship. Nor has there been a request from the Steve Irwin to dock in Australia. He would not comment on whether

Australia was inclined to block the group.

Japan is one of the few nations that still permits whaling. Its vessels operate in the Antarctic under a loophole in an international whaling ban that allows the taking of whales for research purposes and the sale of the surplus meat. The small Japanese fleet has a goal of about 1,000 whales this season, most of them minke whales.

Mr. Watson said he believed

that the Japanese boats had taken only a few dozen whales so far, although the fleet will be able to continue its hunt unhindered while the Steve Irwin takes about three weeks to refuel. The Japanese vessels, which are escorted by a refueling and support ship, are expected to hunt whales until mid-March.

In recent years environmental activists have stalked the whaling fleet in an attempt to interfere with its operations and limit its catch. The Sea Shepherd Conservation Society, which operates the Steve Irwin under a Dutch flag, is the only group following the whalers. Greenpeace decided against deploying a boat this year, saying Sea Shepherd's tactics are too confrontational.

The Japanese Whaling Association, which calls Sea Shepherd "a terrorist group," said the Steve Irwin had rammed the Kaiko Maru whaling ship. It has asked that ports in Australia and New Zealand be closed to the group.

Mr. Watson confirmed Tuesday that his ship had collided with one of the whaling vessels on Dec. 26. The boats bumped sterns, he said, adding that "maybe there was a little chipped paint, that's all."

Marine Society of the City of New York
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New York, NY 10004

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