

# 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.  
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July 2006

## John A. Witte, jr to be Speaker at Quarterly Meeting

On July 17, 2006, the Marine Society of the City of New York will welcome John A. Witte, jr. as guest speaker at its quarterly meeting. With the gathering starting at 11:30, the meeting will be called to order at 12:30 at Giovanni's Atrium, 100 Washington Street. Mr. Witte, Exec. V.P. of Donjon Marine Company of Hillside, N.J. will speak on "Recent Developments in Salvage".

## Minutes of the special Meeting of The Marine Society of the City New York 24 April 2006

at the New York Financial Center Marriott Hotel

The meeting was called to order at 6:05 pm by Captain Timothy J. Ferrie, President with the following members present:

Capt. John Akerman (RM)	Major Willard Lochridge (AM)
Mr. Steve Bendo (RM)	Guy E.C. Maitland (AM)
Mr. Kendall Chen (HM)	Capt. Harry W. Marshall (RM)
Mr. Jonathan Cullum (RM)	Capt. James J. McNamara (RM)
Capt. Robert Darley (RM)	Mr. Jamie McNamara (RM)
Capt. James DeSimone (RM)	Cdr. Robert H. Pouch (RM)
Mr. Conrad Everhard (HM)	Capt. George C. Previil (RM)
Capt. Robert A. Fay (RM)	Capt. Cynthia Robson (RM)
Mr. Robert Ferrie (RM)	Mr. Daniel Robson (RM)
Capt. Timothy J. Ferrie (RM)	Mr. Edward Simpson (AM)
Capt. Thomas F. Fox (RM)	Rev. Jean Smith (HM)
Capt. Herman Fritzke (RM)	Mr. Peter Stanford (HM)
The Hon. John Ingram (HM)	Mr. John R. Strangfeld (HM)
Mr. Henry S. Kaminski (RM)	Capt. Glen Wiltshire (HM)

With a quorum present and certified, Captain Ferrie gave a brief review of why the By-Laws need to be changed and an overview of the proposed changes. Announcement of proxy card results is 92 "yes" votes to change the By-Laws and 1 "no" vote.

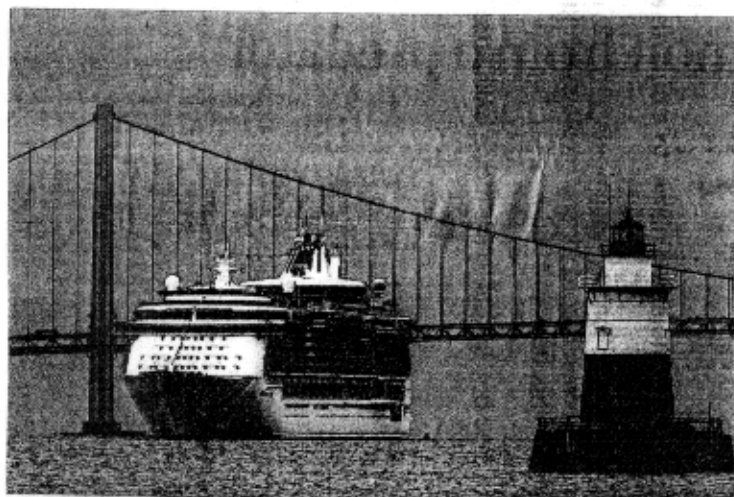
Captain Ferrie asks for a motion to accept the proposed changes. Motion is passed unanimously by all members present. By-Laws are hereby amended and a new printing is ordered. Adoption of the amended By-Laws is certified.

Meeting is adjourned at 6:20 pm.

## Congratulations to New Members

Name	Election Date	Membership
Henry Kaminski	January 30, 2006	Regular
L. Antonio Litman	February 27, 2006	Associate
William E. Clifford	March 20, 2006	Regular
Richard Wieners	March 20, 2006	Regular
Russell J. Johnson	April 17, 2006	Associate
Thomas Sullivan, Sr.	April 17, 2006	Regular
E. Howard McVay, Jr.	April 17, 2006	Regular
James J. Devine	April 24, 2006	Honorary
William J. Sullivan	May 15, 2006	Regular
James Mercante	June 12, 2006	Regular
Peter Sarandinaki	June 12, 2006	Regular
Michael Collins	June 12, 2006	Regular
Richard P. Martucci	June 12, 2006	Regular
James Munro, Jr.	June 12, 2006	Regular

## **BIG SPLASH FOR A HUGE BOAT**



### **New ocean liner comes calling**

Freedom of the Seas, the world's largest cruise ship, makes its U.S. debut as it sails past Robin's Reef Lighthouse, above, and the Statue of Liberty, far left, on the way to Cape Liberty Terminal in Bayonne for its inauguration tomorrow. At left, crew members wave from balconies on the ship. For video footage of the ship's trip into New York Harbor, log on to [nj.com](http://nj.com).



#### Officers

Captain Timothy J. Ferrie ..... President  
CDR Robert H. Pouch ..... 1<sup>st</sup> 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 Fritzsche  
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.**

LLOYDS LIST DATE: 18.5.2006

## Bid to alter British law on asbestos payouts

By James Brower

MEMBERS of Parliament have been asked to revise British asbestos law after a House of Lords decision earlier this month diluted the potential insurance payouts to victims and their families.

Campaigners took their case forward at a seminar in the House of Commons earlier this week where they contrasted access to justice and compensation in the US and Australia with what they call the British "compensation vacuum".

One of the key speakers, Gregory Deleuil, medical advisor to the Perth victims group the Asbestos Diseases Society of Australia, said: "The Australian government has adopted a far-reaching and proactive response to the mesothelioma epidemic."

"This contrasts with the British government's woeful neglect of this category of patients."

"In the past three years, the British government has not given any funding for mesothelioma research."

"I have been struck by the anger generated in the country by the recent decision of the House of Lords."

"There is no doubt that this decision will save British insurers and defendants millions of pounds, thereby depriving innocent people of the modicum of compensation to which they are entitled."

Dr Deleuil added: "Mesothelioma victims do not enjoy the luxury to wait decades for new treatments to be developed or a cure to be found."

## Slow Boat—a Way to Beat Oil Hikes

(June 5 2006 Lloyds List)

Putting more ships into a Trans-Pacific or Europe-Asia liner service is not an obvious way to save money. But in the new era of record high oil prices, Germanischer Lloyd is advising container lines to slow down their ships, even if that means operating more vessels in order to maintain weekly schedules.

The economics make sense, with the cost of additional tonnage more than offset by the savings on fuel consumption, according to GL executive board member Hermann Klein.

An 8,000 teu containership with a service speed of 25 knots is at present burning around \$70,000 worth of bunkers a day, GL estimates. That is approaching double the cost of chartering a ship of the same size.

By cutting the speed to 22 knots, the engine would require 20,000 kw less output. That is equivalent to a one-third decrease in propulsive power, which would lower the daily fuel bill by more than \$20,000. Multiply that across a loop of five ships, and the money saved would be easily enough to justify chartering an extra vessel, Dr. Klein told Lloyds List.

Container lines might have little option but to consider such innovative ways of economizing, he said, since there was little prospect of fuel prices coming down in the near future. Lower sulphur content, tighter emission rules and other fuel quality controls, on top of high oil prices, all suggested that the days of cheap oil are over for good.

Whereas tankers or bulk carriers were usually operated at speeds of around 14 to 16 knots, containerships were expected to go much faster as lines responded to customer demand for efficient supply chains stretching half way around the world.

With a huge number of post-panamax containerships under construction and scheduled for delivery over the next three years, lines would have little difficulty in finding the extra tonnage, should they decide to run their ships more slowly. That, in turn, would help absorb many of the ships that otherwise could be surplus to requirements in the short-term, especially if demand weakened.

GL, which classes more than 40% of the world's containerships, does not think fuel price worries will curtail owners' enthusiasm for even larger vessels. The German classification society has been at the forefront of containership design developments and was one of the first to produce a blueprint for an 8,000 teu specification.

But Dr. Klein admitted he never expected ships to get as big as they are today so quickly. The largest ship in service today is the 9,500 teu M/S COSCO NINGBO, but speculation is rife that Maersk will unveil a brand new generation of ships in the next few weeks able to carry, at least in theory, more than 12,000 teu!

GL and Hyundai Heavy Industries last year published their design for a 13,400 teu vessel, wide enough to carry 22 rows of containers on deck. This breaks new ground by having a twin propulsion system. However, it would not be much more expensive than a single engine ship, according to Dr. Klein. The idea is to install two smaller engines rather than one 14-cylinder engine, a design that not only keeps costs down but would be easier to maintain. No serious enquiries have been received yet, by Dr. Klein is confident that "it will happen".

(contributed by Capt. Harry W. Marshall)

## DEMOLITION DERBY (excerpted from Lloyds List of May 30 2006)

There are sinister signs on the ship "recycling" front which should not be ignored by the world's shipowners, suppliers of the raw material to a scrap steel industry. Heartened by their well-publicised success over the CLEMENCEAU fiasco, those insistent that redundant ships are "waste" and that the Basel Convention reigns supreme are closing in for the kill.

A growing number of European governments would seem to have surrendered the pass on this issue and have started to apply a variety of restrictions on ships which need to be demolished. Perhaps more worrying, the Indian government has started to intervene in the granting of licenses by putting all sorts of difficult conditions on those wishing to sell ships at the world's busiest

scrapyards.

Think about it. If you require a ship to arrive off the beaches at Alang completely clean of any contaminants such as lubricating oils or insulation fuel or hydraulic fluids, there is no way that a ship can ever take its last run at the beach because it has no means of propulsion. If this becomes the rule of law and the conditions of license, beach demolition is gone for good. That may not be a bad thing. As viewed by many it is dangerous and unhealthy, while being environmentally unsound. But the inescapable fact is that this is presently the way most ships are "recycled" and if sub-continental beaches cannot be employed, there is a crisis of major proportions facing the industry in the short term.

## **Address of James J. Devine, President and CEO New York Container Terminal Inc. before The Marine Society of the City of New York 24 April 2006**

Good evening members of the Marine Society of New York City and fellow guests. It is my distinct pleasure to be here tonight, in the company of so many outstanding people who bring to life our great harbor where many of us are lucky enough to work.

As someone with an interest in the maritime history of New York, I accepted with great pleasure when I was asked to be involved in tonight's event. Originally chartered by King George III as a charitable society for "relieving indigent and distressed masters of vessels" (and their wives and families, as needed) the society went on, thru the benevolence of Captain Richard Randall, to found Sailor's Snug Harbor in 1831 "for the purpose of maintaining and supporting aged, decrepit and worn out sailors." It is nice to see that this organization, while maintaining its charitable nature, has expanded its horizon and now includes "aged, decrepit, worn-out and distressed marine terminal operators.". Please note that I did not use the word indigent; I was lucky enough to marry a lovely woman who also has a good job.

I want to thank the Society for my induction as an honorary member of the Marine Society of the City of New York, an organization whose members have done so much to write the history of this great harbor and, for that matter, have been deeply involved in shaping the history of our country. It was a Society member who gave the order to let go the lines on the *JAMES MONROE*, the first vessel to sail for Liverpool when the Black Ball Lines established regular liner service. This establishment of regular service, with one scheduled vessel call per month, was really the catalyst that did much to propel New York from fourth place behind Boston, Philadelphia and Baltimore to; ultimately take over and maintain the leading port position on the East and Gulf coasts. Clearly our harbor And our industry have come a long way since January 1818 when the *JAMES MONROE*, under the command of Captain James Watkinson, made that first voyage.

While our growth and advancement as a harbor have benefited almost everyone involved, I am sure we all recognize that we no longer see a lot of American flags on the vessels that come and go from our harbor or, for that matter, any of the world's harbors. There are a number of reasons for that, but that's a topic for another time.

It was not long after our emergence as a nation following the Revolutionary War, that U.S. vessels effectively dominated the major trade lanes. Our shipyards here in New York on the East River produced some of the best sailing vessels the world had ever seen. Our masters were legendary for their skills and endurance, setting records in the major trade lanes, while leading expeditions to explore the uncharted oceans of the world. Obviously, from 1784 when the *EMPRESS OF CHINA*, built in Boston, slipped out of the East River and passed the Battery on this nation's first sailing to China, much has changed in world shipping. (That vessel, by the way, was under the command of Captain Green, a member of The Marine Society of the City of New York.) But the essential elements that drove our industry then and that drive our industry today, the skills and endurance, the vision, drive and dedication of our people, remain the same.

The timing of tonight's dinner is fortuitous, for we are just two days short of celebrating another great accomplishment of an American shipping legend. Just across the harbor over at Port Newark with help from the Port Authority, the International Longshoremen's Association loaded the first "Trailer Ship" the *IDEAL X* slipped her lines and headed for Houston, an event that while understated at the time, has gone on to reshape the world. Together with a team of people that Malcolm brought in, they built the foundation on which world trade exists today. There are several celebrations

this week to acknowledge the contribution of Malcolm and the company that he founded. For those of us fortunate to have worked for Sea-Land for some part of our careers, this week has particular significance.

Time moves on however, and we no longer have sailing ships up and down the East River and we no longer have Sea-Land. But the same characteristics that led Captain Green to round the Horn and make way for Canton, and led Malcolm McLean to push for the first sailing of a trailer ship from Port Newark, vision, passion, risk taking and a lack of patience guide many in our industry today. I look across the room and see people who share these characteristics, Brian Maher, together with his brother and his organization, are clearly driven by these same strong characteristics. They have vision and are taking risks and setting standards with which many of us in the terminal industry are trying to keep up. To my knowledge, several years ago they were the first terminal in the U.S., to employ OCR at their gates. This took guts. They need support today as they continue to push for improvements in terminal processes.

I can't help but acknowledge Lillian Barrone who, together with Bob Boyle, had the vision and the guts to get the Port Authority to purchase the Proctor and Gamble site adjacent to the Howland Hook Marine terminal. If not for Lillian, I wouldn't be here tonight and wouldn't be trying daily to take back for New York all the cargo that we lost to the Jersey Flats when Malcolm built the first container terminal there. See Brian, you always thought Lillian was looking out for you; she wasn't when she got me involved in a New York terminal.

And when you talk about vision, passion and lack of patience in a maritime leader, you know that you must be talking about my good friend and fellow transported "New Yorker", Mr. Arie van Tol. Without Arie, I wouldn't have any where near as much fun as I have today. He sets a standard for hard work and dedication that is hard to follow. For those of you who don't know Arie, he was one of the original Dutch settlers who landed in New Amsterdam in 1621. He just missed being first mate on the Half Moon with Henry Hudson when he sailed into our great harbor in 1609.

The hardware side of this industry has changed tremendously from the wooden sailing ships that Arie learned on, to 10,000 TEU massive container vessels. From my observations however, the industry is still run by people who get sea water in their veins and cargo shipping in their blood and can't get it out. I have the pleasure to work every day with a great team of people, both management and labor: people who care about a their jobs and strive to get it right every day. I count myself lucky to work where I do, in an industry that I love, and with people like my team here: with the likes of Rick, Dennis, and the somewhat depleted. Staff of the Port Authority, with the New York City EDC who share my vision to ensure that New York keeps some portion of her heritage as a working waterfront city; with the likes of Jim Melia and Frank McDonough of the NYLSA; and with Brian McAllister, John Bowers and Paul Richardson, legendary leaders who helped not only shape the industry that we have today, but are working with us to help shape the future of our industry and the greater Port of New York. And our future is bright. We may kid about taking volume from one another with the terminal ranks but the reality is that we are facing more growth than we presently have capacity for. All the terminals in the harbor are taking steps to expand their capacity. The Port Authority is investing heavily in rail improvement and together with the U.S. Army Corps of Engineers, they are getting the dredging done. We will have a 50-foot channel and will get to use the far end of the boom on all our new cranes. Yes, the future is bright.

Once again I would like to thank the members of the Marine Society for the honor they have shown me tonight.



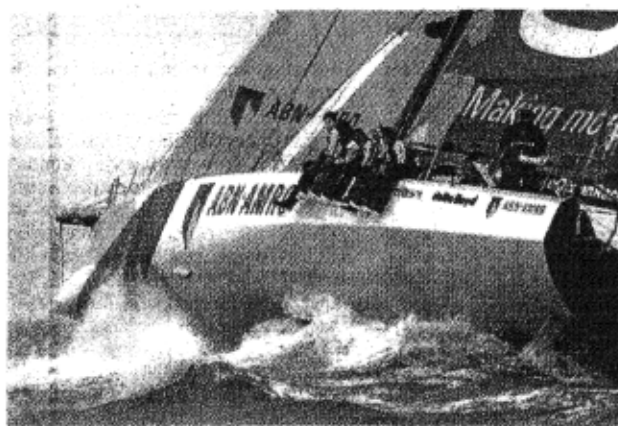


The 236<sup>th</sup> Annual Dinner of The Marine Society



City of New York, 24 April 2006





Don Emmert/Agence France-Presse — Getty Images

The ABN Amro Two on May 11 in New York. The crew turned back 10 miles early yesterday to recover Hans Horrevoets, 32. Horrevoets had a 1-year-old daughter, below.

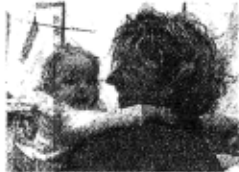
## Race to Save Sailor Washed Overboard In Darkness Is Lost

By CHRIS MUSELER

The boat was plowing through the night in the middle of the Atlantic Ocean yesterday, its skipper dodging through 15-foot waves and four crew members straining against the sails when a wall of water rolled up from behind. The bow nosed downward, and the sea roared overhead.

When the deck cleared, Hans Horrevoets was gone.

The skipper, Sébastien Josse, immediately sounded a man-overboard alert, but at a speed of nearly half a nautical mile a minute, the boat was almost 10 miles beyond Horrevoets, a helmsman, by the time it could turn.



Andrew Gombert

An hour later, after a frantic and harrowing struggle against low visibility and treacherous waves, crew members somehow found Horrevoets's body, but could not revive him.

His death was the first in the Volvo Ocean Race since 1989, when it was known as the Whitbread

Round the World Race.

The accident happened shortly after 2 a.m., according to a report by Simon Fisher, the navigator of the boat, which is known as ABN Amro Two. Details of the accident were provided in telephone interviews with the boat's spokeswoman, Camilla Green, and the Volvo race manager, Andy Hindley, both of whom were in Portsmouth, England, where this race leg is to end.

Horrevoets, a 32-year-old from the Netherlands, was survived by his partner, Petra, and their 1-year-old daughter, Bobbi. Petra is pregnant with their second child, according to Cameron Kelleher, the public relations director for the race.

Jan Berent Heukensfeldt Jansen, the managing director of Team ABN Amro, said in a statement on the team's Web site, "We are all aware of the risks that sailors face, but nothing can prepare you for this kind of tragedy." In an interview yesterday, John Rousmaniere, a safety-at-sea expert and a yachting author said, "This can happen on any boat at any time, but these boats certainly make it more apt to happen."

The boats hit speeds upward of 40 miles an hour, and be-

Continued on p.7

## Some Ships Get Coast Guard Tip Before Searches

By TIMOTHY EGAN

LONG BEACH, Calif. — Under intense pressure from shipping companies concerned about costly delays, the Coast Guard is tipping off some large commercial ships about security searches that had been a surprise, according to high-ranking Coast Guard officials.

The searches began after the Sept. 11 attacks as part of a major re-vamping of the Coast Guard and its new antiterrorism mission. But shipping companies say the surprise boardings at sea cause unnecessary delays, costing up to \$40,000 an hour.

"We're trying to facilitate commerce and keep the port secure — and sometimes the two conflict," said Capt. Paul E. Wiedenhoef, who is in charge of the port complex here at Los Angeles and Long Beach. "When possible, we're trying to give shippers as much notice as we can."

The practice has caused considerable confusion and debate within the Coast Guard. Commanders in some ports acknowledged in interviews that they provided up to 24-hour notice. Others said the practice undermined the inspections.

Even within the command at some ports, there was disagreement about the best approach. The port captain in San Francisco, Capt. William J. Uberti, said shippers and carriers were "not supposed to have a clue" about possible random boardings. Yet his security chief said the command gave companies notice.

A typical search involves checking the crew and cargo manifests against those filed with the ports. Sea marshals check identification cards against the faces of crew members. They sometimes arrive with bomb-sniffing dogs and inspect with hand-held radiation detectors. Depending on the circumstances, a review can last a half-hour or a half day, officials said.

Capt. Frank Sturm, a top policy official at headquarters in Washington, said the national policy on the boardings was fluid, depending on the presence of reasonable suspicions, based on what a ship reported it was carrying and the makeup of its crew. Captain Sturm said he could not provide details of how many ships were given notice, in which ports or under what circumstances.

"In some cases," he said, "it would not surprise me to tell a captain of a ship in advance."

Another Coast Guard official in Washington, Cmdr. Paul D. Thorne, said the practice had not compromised security. "Threats are being adeptly managed by local captains of the port," Commander Thorne said.

But critics worry that the practice may undermine an important component of the layered security effort to keep terrorists out of the nation's longest border, its more than 96,000 miles of coastline.

"The purpose of the inspections is for the Coast Guard to send a message to all these ships that they might be boarded at any time, basically to make sure there's no mischief on board," said Stephen E. Flynn, a former Coast Guard commander who is now a fellow with the Council on Foreign Relations. "If you say, 'Heads up, when you get close to port in two days we're going to board you,' that sort of defeats the purpose of the boarding."

A spokesman for the Coast Guard in New York agreed, saying nearly 1,000 boats a year were boarded for security reasons in the ports of New York and New Jersey and that all the inspections were a surprise.

"If they're from a foreign port and trying to get into the United States, they should know they might get boarded — without warning," said the spokesman, Mike Lutz.

Since the middle of last year, the Coast Guard nationally has boarded more than 16,000 vessels and found numerous violations, most related to safety or crew status. In 144 cases, the vessels were temporarily held back from anchoring in American ports, the Coast Guard said, without giving more details.

Shippers and carriers consider the inspections a nuisance because they delay the delivery of goods, and suggest that the notice allows them to make more efficient use of the inspection time. Critics, however, suggest that the notice also gives a heads-up to potential terrorists, who could use the time to conceal evidence, create diversions or possibly even find a way off a ship.

Complaints about gaping holes in security have continued since 9/11 and heightened when a Dubai company planned to run terminal operations at five ports. People who work at the water's edge and outside experts say a larger concern is with an overburdened Coast Guard charged with protecting 361 ports, with more than 60,000 ports of call a year, while trying to overhaul its culture and focus.

For the Coast Guard, "it's been culture change with a capital C," said M. R. Dinsmore, executive director of the Port of Seattle. "They're trying mightily to adapt, but they don't have the resources."

Michael Mitre, director of port security in Los Angeles for the International Longshore and Warehouse Union, said he had taken the Coast Guard around this sprawling port complex, the entry point for 40 percent of the nation's container cargo, to show how truckers with just a driver's license can come and go at will, how few are checked for identification, and how so much cargo escapes minimal scrutiny.

"There is systemwide noncompliance with the new security laws," Mr. Mitre said.

Four years after Congress upgraded its mission under the Homeland Security Department, the Coast Guard has strained to meet its obligations. It has had to rely on outsiders to fill crucial gaps on land, including recruiting volunteers from its auxiliary for routine shoreline surveillance and contractors to oversee federally mandated security plans by ports and their tenants.

Trying to avoid a failure of imagination in its uncharted new role, the agency has even called in screenwriters from Hollywood to help sketch terrorism situations.

"The biggest change is that the Coast Guard has gone from being an organization that ran when the bell went off to being a cop on the beat at all times," said Capt. Peter V. Neffenger, who recently gave up command of the port here for a position in Washington and who consulted with the screenwriters.

Continued on p.7

"Sailor Overboard" c'd from p.6  
cause they sit low in the water, huge amounts of water often wash across the deck, threatening the footing of even the most experienced crew members, Rousmaniere said.

Crew members rarely wear flotation devices. Although they wear harnesses, they often do not clip them to the boat because the clips restrict their movement.

"Mobility is very important to them," Rousmaniere said. "The people who get paid to do this consider this risk part of the job."

Hindley said Horrevoets was probably not clipped to the boat.

Horrevoets was the oldest and most experienced crew member aboard ABN Amro Two. The boat is one of two entries sponsored by the Dutch bank ABN and is being used to showcase young talent. There were 10 crew members on board — 5 were below deck at the time of the accident — and only Horrevoets was older than 30.

Horrevoets, who sailed in the 1997

round-the-world race, was on the selection committee for the ABN Amro Two team. When two crew members left the team one month before the start of the race, he leapt at the opportunity to sail.

The 36,000-mile race, which began in November near Vigo, Spain, is scheduled to end in mid-June in Göteborg, Sweden. The boats left New York on May 11 on the leg to Portsmouth.

ABN Amro One is in the lead and ABN Amro Two is in sixth place, despite setting a 24-hour speed record for a monohull by traveling 563 miles on the Cape Town-to-Melbourne leg Jan. 11.

ABN Amro Two was sailing with 28- to 35-m.p.h. winds behind it yesterday when Horrevoets was washed overboard while trimming the spinnaker sail's sheet.

Josse quickly hit a red button beside the wheel, triggering the global positioning system that captured the coordinates of where Horrevoets had fallen overboard.

Hans Horrevoets was on the selection committee for ABN Amro Two.

He became the oldest crew member.

The other crew members wrestled down the spinnaker, staysail and mainsail and turned on the boat's engine so the boat could fight its way back toward Horrevoets.

Fisher said the waves were some of the largest they had seen in their more than 20,000 miles of sailing.

Hindley said that turning around and finding Horrevoets in such a heavy sea at night required "miracu-

lous" skill.

"The crew deployed three man-overboard devices," Hindley said: a system consisting of an inflatable life ring with a beacon tethered to it, a smoke-and-light unit and a horseshoe float with a sea anchor that is used to keep the device from being blown away.

"They spotted him after 40 minutes," Hindley said.

Once the team pulled up next to Horrevoets, Simeon Tienpont put on a survival dry suit, flippers, a mask and a snorkel, and jumped into the water to bring Horrevoets aboard. The crew members could not find a pulse, and they were unable to resuscitate him.

Two hours nine minutes after Josse sounded the man-overboard alarm, Horrevoets was declared dead.

Late yesterday, ABN Amro Two was making its way to land as quickly as possible to deliver Horrevoets's body to his family. After that, the team will decide whether to continue the race.



"Coast Guard Tip" c'd from p.6

"I worry about our vulnerability," Captain Neffenger said. "I worry about having blinders on for certain scenarios."

With a total active-duty force nationwide barely larger than the New York City Police Department, 39,000 people, the Coast Guard is understaffed and struggling to balance its traditional mission with its greatly enhanced domestic security role, a government audit found last year.

Still, the Coast Guard says it has made significant progress. Admirals say their budget has increased by more than 50 percent over the last five years, to \$8 billion, and they have added more than 4,000 uniformed personnel. They have gone from an agency that committed less than 2 percent of its assets to port security to one where domestic protection is the top priority.

Until the terror attacks, "I didn't know a ship was coming in until I looked out the window and saw it," said Capt. Stephen V. Metruck, a veteran of West Coast operations who is based in Seattle.

The Coast Guard now requires self-reporting by big shipping operators 96 hours before entry along with electronic track. But it is largely an honor system, and terrorists are not going to report their comings or identity, numerous experts have noted.

In Puget Sound, as in many ports and harbors, the Coast Guard depends heavily on volunteers with binoculars to help an active-duty force of 158 people that has to guard 3,500 square miles, including the largest ferry system in the nation.

At the ports in Long Beach and Los Angeles, the Coast Guard hands out leaflets urging people to report suspicious behavior.

"There's no way we could patrol this whole thing ourselves," a spokesman for the Coast Guard here, Lt. Tony Migliorini, said. "A lot of this, we're making it up as we go along. We're creating it from scratch."

Daily Record, Morris County, N.J.  
Wednesday, June 28, 2006

## Maritime art coming ashore at local museum

MORRISTOWN — Macculloch Hall Historical Museum is presenting "Down to the Seas Again," an exhibit of maritime art and artifacts, through Aug. 20.

Marine views painted by such distinguished New Jersey artists as Antonio Jacobsen and Montague Dawson will be on display alongside nautical-themed objects such as a ship captain's desk and medicine chest, ship parts and models, and China trade goods.

Several of the leading marine painters in 19th-century America lived in New Jersey. The shores of the lower Hudson River boasted the busiest commercial ports, the largest ship-building centers and the most successful shipping businesses in that era. Leading all this economic success were wealthy businessmen who commissioned local artists to document the ships that were the industry's foundation.

Admission to Macculloch Hall is \$6 adults, \$5 seniors and students. The museum, located at 45 Macculloch Ave. in Morristown, is open to the public Wednesdays, Thursdays and Sundays, 1 to 4 p.m.

Group tours are available at other times by appointment. For more information, contact the museum at (973) 538-2404.

## Sunken Ships Eyed for Storm Barriers

Marine scientists and Louisiana officials are floating the idea of sinking some aging, obsolete cast-off ships along the water's edge to create a steel barrier against hurricane flooding. Since Katrina, Louisiana is looking at every option for shoring up its storm defenses — especially quick fixes. Levees take years to build. Restoring lost marshes and cypress forests, take even longer.

"When you're in this desperate state, we can't afford to laugh at anything," said Paul Kemp with Louisiana State University's School of Coast/Environment. Sinking ships could be done in a way that is safe for the environment, he said.

The catastrophic flooding, St. Bernard officials say, was due in large part to a navigation channel that runs through the parish. State Senator Walter Boasso said planting ships in the channel would go a long way to plugging what has been a "hurricane superhighway".

The channel, called the Mississippi River - Gulf Outlet was dug in the 1960s as a shortcut between New Orleans and the Gulf of Mexico, but it soon turned into an environmental horror story.

The waterway tripled in width as tides and ship wakes eroded its banks. The Gulf's salt water encroached on cypress forest, swamp and marsh, killing an estimated 18,000 acres of marsh and 1,500 acres of cypress. The channel did not spur much economic development, and today, few ships use it.

Shannon Russell, a spokesman for MARAD, said there are about 125 ships on the governmental disposal list. Most often, ships are bought by scrap metal companies. But recently, a retired naval warship was sunk off the coast of Florida to create an artificial reef. It can take years to get approval to sink a ship in open waters, Russell said, but Boasso's proposal takes a different approach and seeks to use the ships as levees, something the U.S. Army would have authority over. It is an idea they have not yet evaluated.

Boasso said acquiring them would be cheap, perhaps even given to the state. And freeing them of engine oil and other contaminants to make them environmentally safe to sink could cost up to \$300,000 each. "You could make big mounds out of them," Boasso said, "Plant some trees to make them cosmetically nice." Some coastal advocates, though, think the seeding of the coast with ships is a poor substitute for more comprehensive measures.

For years, Louisiana has been trying to restore its dying wetlands with river diversions, marsh grass and other shoreline work. But this work has done little to stop the loss of wetlands, about 2,000 square miles of it since the 1930's. (sent in by Capt. Harry Marshall)

### Worldwide Search for T/N ANDREA DORIA Survivors

NYC, May23 PRNewswire - The *Andrea Doria* survivors reunion committee is searching worldwide to find survivors for the 50<sup>th</sup> anniversary reunion to honor those lost at sea, the survivors and those who helped with the rescue. It will be held on July 23, 2006 at the U.S. Merchant Marine Academy, Kings Point, NY. For information, survivors and their families may reach the committee via e-mail to [adrr@nyc.rr.com](mailto:adrr@nyc.rr.com)

July 25<sup>th</sup> will mark the 50<sup>th</sup> anniversary of the collision between the *T/N ANDREA DORIA* and the *M/V STOCKHOLM* off the shores of Nantucket, MA. Of the 1,200 passengers and 500 employees on the *ANDREA DORIA*, 1,660 survived - the greatest sea rescue in history. The program includes a computer simulation of the collision, a presentation on the life and times of the *ANDREA DORIA* luxury liner, tours of the U.S. Merchant Marine Academy and Museum and dinner.

The *ANDREA DORIA*, an ocean liner of the Italian Line, left Genoa, Italy on July 17, 1956 bound for New York City. On July 5, 1956 she collided with the Swedish-American Line ocean liner *M/V STOCKHOLM*. Struck on its side by the *STOCKHOLM*, half of the *ANDREA DORIA*'s lifeboats were unusable. Within hours, the *ANDREA DORIA* sank to the bottom of the Atlantic Ocean, 45 miles from Nantucket.

David A. Bright is President Of the Nautical Research Group, Inc. (<http://www.nauticalresearch.com>) and the founder and member of the *ANDREA DORIA* survivors reunion committee and has established the *ANDREA DORIA* Museum project in Nantucket. With the most extensive private collection of memorabilia on this ship, he has made 120 dives to it.

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### Rear Admiral selected as new Military Sealift Commander

Rear Admiral Robert D. Reilly, Jr. has been tapped as the next Commander of the Military Sealift Command (MSC) succeeding Vice Admiral David Brewer III who steps down in less than a month.

Reilly currently serves as deputy for C4 (Command, Control, Communications and Computers) integration and policy on the staff of the Chief of Naval Operations. Brewer has headed MSC since August 2001.

A Winnetka, Illinois native, Rear Ad-

miral Reilly was initially commissioned in 1975 through the Navy's Reserve Officer Training Corps program. He recently served as Joint Operations Pacific Command Division Chief on the Joint Staff (J3) in Washington, D.C.. He holds a B.A. in political science from the University of Washington and a Masters in Public Administration from George Washington University and is also a graduate of the Industrial College of the Armed Forces in Washington, D.C..

### Celebrity Cruise Company Master Sacked After Blood Test

The captain of Celebrity Cruises' *MERCURY* has been fired and faces up to a year in prison after the U.S. Coast Guard found him under the influence while in the port of Seattle. A USCG officer smelled alcohol on the un-named captain's breath during a safety inspection on Friday when the *MERCURY* was moored at Seattle's terminal 66.

The Captain, who subsequently failed his breath alcohol test "has been stripped of his command and ordered off the ship" said Celebrity president Dan Hanrahan in a statement calling the incident "totally unacceptable" and asserting "any ship-board employee, from the captain down, will be dealt with swiftly and severely if found violating the company's alcohol policy. Celebrity policy forbids any officer from consuming alcohol within 8 hours of duty. The *MERCURY* crew has been placed under command of a qualified staff captain. Under Title 46 Section 2302 of the U.S. Code, an operator of a commercial vessel with blood alcohol in excess of .04 is considered legally intoxicated and guilty of a Class A misdemeanor punishable by up to 12 months in jail.

(from FAIRPLAY May 22, 2006)

